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46

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PRINCIPAL CONTENTS.

The New Pacific Mail Steamship Company...965
A Second Great Bridge at Louisville.....965
Central Railroad of Georgia and Leases.....966
Rates of Transportation 968
Exports of Rails from Gt. Britain.....968
Railroad Car Manufactories.....969
New Railway Projected.....969
Railroad Earnings 970
City Passenger Railroad Share and Bond Lists.971
Federal and State Securities 973
Dividend and Interest Tables 982, 974
Railroad Share List.....982
Stock Exchange and Money Market.....989
Journal of Railroad Law.....992
Crossing Railroad Tracks 992
Railway Progress in Egypt.....993
Opening of the Union Railroads.....995

American Railroad Journal.

New York, Saturday, August 2, 1873.

The New Pacific Mail Steamship.

The hull of the new Steamship *Grenada*, recently built at Wilmington, Delaware, by the Harlan & Hollingsworth Company—being the third of the new steamers building for the Pacific Mail Steamship Company—has arrived at this port from Wilmington, Del., and is now lying at the Morgan Iron Works, at the foot of East Ninth-street. The machinery for this ship was built in Scotland, the contract having been given for the work some time ago, as the cost abroad was much less than it would have been in this country. The Granada is to be one of the finest American iron steamers ever built. Her length is 300 feet, beam 40 feet, and depth of hold 30 feet 6 inches, and her registry 2,572 tons. She is to be fitted up for both first-class and steerage passengers. She will carry 2,500 tons of dead weight upon a draft of nineteen feet. One marked peculiarity in the construction of this vessel is the large open wells left for the reception of the boilers and machinery. These spaces are open from the bottom of the ship to the hurricane deck, and the boilers and the heaviest parts of the machinery may be lowered into place without disturbing anything. The vessel will be ready to take its place upon the line in September.

Railroad Trains Momentarily Reporting their own Progress by Electricity.

A patent has been secured by G. Natcher, Esq., at present of this place, and which is now controlled, we learn, for the purpose of introduction, by a company or enterprising gentlemen, under the firm name of G. Natcher & Co., for an Electric Railway Reporter or Signal, which is operated on ordinary telegraphic wires attached to tappets, so placed as to receive the weight of the car wheels, which thereby open and close the current of Electricity, which current, striking upon a bell or bells, causes an alarm to be given a rod, a mile or miles, if advisable, in advance or rear of a train. A signal, stationed at a crossing, will be rung instantaneously at any fixed distance as the train approaches thus giving fair notice to all persons to clear the track. One of these alarms placed at a station will report a train, tappet after tappet, until it passes on to the tappets of the next signal station, where a similar report is made and so on to the end of the route. If a train is delayed or wrecked it will be immediately reported at the station and other trains regulated accordingly by which means hundreds of lives and vast quantities of property may be saved. The improvement that enables trains to give notice of their approach to crossings and to approaching trains meets a want that has long been one of the most serious embarrassments to railroading. We doubt whether this invention is second in importance to the Westinghouse brake. The general speed at which trains are now run, owing to the late inventions, makes it absolutely necessary to use electricity as an alarm or signal agent.—*Huntingdon (Pa.) Journal.*

New Freight Line to the West & Southwest.

Another through line of transportation has gone into operation between the leading coast cities and the interior towns. The "Clyde" Lines of Steamers running between Boston and Providence and Philadelphia and Richmond, making close connections with the Chesapeake and Ohio Railroad at the latter point, are now shipping through freight to Portsmouth, Cincinnati, Louisville, Indianapolis, Nashville, Memphis and Saint Louis. The Old Dominion Line of Steamers from New York to Richmond are giving through bills of lading between New York and the same points at the west. The certainty of making good time, and the low rates, are attracting quite a large traffic over this line. It is supposed that cotton, wool and raw products will find their way east over this route, and a corresponding amount of manufactured fabrics in the other direction.

A Second Great Bridge at Louisville.

The great project of building another bridge across the river at this point is assuming a more tangible shape, and it is probable will be shortly pushed to a final consummation. Some time since a charter was obtained for the bridge, and it is now proposed to present to the General Council at one of its earliest meetings, an ordinance providing that a subscription of $500,000 shall be submitted to the people of the east end of the city to aid in its construction. This subscription is conditional upon a like sum being obtained from other sources; and it is stated, seemingly with authority, that the Chesapeake and Ohio and the Ohio and Mississippi Railroads have each promised to take $250,000 of the stock if Louisville votes the other half million. The subscription is only to be submitted to the voters of that part of the city lying east of Third street. It is said there is no doubt of its being carried by a large majority. This bridge will cross the river somewhere between Third street and the eastern limit of the city, the exact location not having yet been decided upon. It is proposed to arrange for two railroad tracks, two street-car tracks, a carriage-way and a foot way. This will make the bridge one of the most complete in the country. By it the Chesapeake and Ohio Railway which within the year will be completed, establishing another unbroken rail communication between this city and the Atlantic seaboard, will make connection with the Northwestern Railroad system. An accurate survey has been made of the river bed. The project is entirely feasible, and there is but little doubt that within the next few years the bridge will be completed.—*Louisville Courier Journal.*

Portsmouth, Columbus and Michigan R. R.

The Portsmouth, Columbus and Michigan Railway Company filed a certificate of incorporation with the Secretary of State of Ohio on the 15th inst. The proposition is to construct a railroad from Portsmouth through Scioto, Ross, Pickaway and Franklin counties to Columbus, and thence in a northwesterly direction through Franklin, Madison, Union, Logan, Hardin, Auglaize, Allen, Hancock, Putnam, Henry, Defiance and Williams counties to the northern boundary line of Ohio, in the town of Madison. The capital stock is $200,000. The corporators are James S. Gibbs, F. W. Bathrick, G. W. Merrill, Henry Merrill and J. D. Cook.

Central Railroad of Georgia and Leases.

The Central Railroad and Banking Company of Georgia operate about 660 miles of railroad. They have absorbed the Southwestern, the Macon and Western, and the Augusta and Savannah Railroads, all of which are leased by the company, as are also the minor roads known as the Milledgeville and Eatonton and the Upson County Railroads.

The following table gives the details of the several lines embraced in the organization:

Central Railroad—Savannah to Macon	192	miles.
Southwestern Railroad—Macon to Albany, Eufaula, &c	257½	"
Macon and Western Railroad—Macon to Atlanta	102½	"
Augusta and Savannah Railroad—Augusta to Millen	53	"
Millen and Eatonton Railroad—Gordon to Eatonton	39	"
Upson County Railroad—Barnesville to Thomaston	16½	"

—making a total of 660¼ miles, or including 59 miles of siding, &c., 719¼ miles of equivalent single track.

The company make separate reports for each of the lines operated by them, but they also report in aggregate, which shows that the fiscal results for the last three years have been as follows:

	1869-'70.	1870-'71.	1871-'72.
Central Railroad	$2,308,284 38	$1,855,487 30	$1,656,153 70
Central Railroad Bank	132,029 16	79,789 78	64,906 15
Southwestern Railroad	1,324,179 60	1,079,455 28	896,155 86
Macon and Western Railroad	.....	674,921 44	706,646 85
Gross earnings	$3,764,493 14	$3,689,653 80	$3,323,862 56
Central Railroad	$1,535,544 73	$1,127,202 85	$966,846 09
Central Railroad Bank	23,797 51	23,389 69	21,389 59
Southwestern Railroad	906,107 47	676,182 25	698,480 32
Macon and Western Railroad	.....	408,072 33	451,115 51
Operating expenses	$2,465,449 71	$2,234,796 62	$2,137,831 51
Central Railroad	$772,739 65	$728,284 95	$689,307 61
Central Railroad Bank	108,231 65	56,450 09	43,516 54
Southwestern Railroad	418,072 13	403,373 03	197,675 56
Macon and Western Railroad	.....	266,849 11	255,531 34
Net earnings	$1,299,043 43	$1,454,857 18	$1,186,031 05
Interest on bonds, viz:			
Central Railroad	$55,160 00	$55,160 00	$55,160 00
Southwestern Railroad	48,370 00	48,370 50	36,645 00
Macon and Western Railroad	.....	10,500 00	10,500 00
Rent Augusta & Savannah R. R.	73 000 00	73,000 00	73,000 00
Rent Eatonton Branch Railroad	14,000 00	14,000 00	14,000 00
Dividends on stocks, viz:			
Central Railroad, June	245,007 00	256,250 00	250,000 00
" " December	239,173 50	256,250 00	.....
Southwestern Railroad, June	166,117 89	172,411 10	183,780 00
" " December	162,056 20	172,675 60	185,908 00
Macon & Western Railroad, June	.....	128,125 00	125,000 00
" " " Dec.	.....	128,125 00	.....
Balance to credit of income	289,885 55	139,989 98	252,038 05

The final income balance in each year has been consumed in the purchase of iron, real estate, &c. The results of the year 1871-'72 do not show as favorably as the year preceding owing mainly to competition which forced the lowering of rates, and in a large measure also to short crops. In relation to these facts and other company matters, the President in his report makes the following observations:

The foregoing statement shows that the net earnings for the past year have not been equal to the usual dividends, but inasmuch as the deficit has occured on the Southwestern Road, which was more seriously affected than either of the other two by the very short crop of 1871, and in view of the fact that that company brought a very considerable surplus over and above its dividend at the time of its lease, the board has determined to declare the usual semi-annual dividend of $5 a share, payable so soon as securities which are held can be made available, or whenever the financial condition of the company from other sources will justify.

These securities consist in stocks and bonds of the Savannah, Griffin and North Alabama, and Southwestern Railroads, received for advances to extend said roads, and for advances to other roads tributary to the main line. The company has also paid matured bonds of the Southwestern Railroad (which by the terms of the lease of that road were to be paid by this company). The last amount it is proposed to refund by sale of our joint bonds.

In the last annual report reference was made to competition from other lines of transportation which would be likely to seriously affect the interest of your company, and the amount of the earnings for the past year proves that the fears then entertained by the board have been fully realized. While it is true that the falling off in the receipts of the Central and Southwestern Roads is to a considerable extent due to a very short crop, it must be admitted that low rates for transportation, and a division of the business offering, has contributed largely to the result.

The board feels that it is unnecessary to enlarge upon the injurious effect that has resulted from the construction of competing lines in a section of country where there is but a limited amount of business to be had. They are, however, in existence, and, being fixed capital, must continue. If they are to be maintained, the production of the country must increase, or higher rates for transportation must be charged. That the former will take place, there is no immediate prospect, and while all admit that we are working at too low rates for the amount of business we have, yet there is no one line willing to incur the odium of making an advance. It is, however, believed that this cannot continue for any considerable length of time, and whenever there shall be a change, there can be no doubt that yours will be among the best paying stock in the country.

For a connection with the city of New York by sea since the war, the company has been dependent upon a contract with private parties owning steamships. This plan has been attended with many inconveniences, and as the owners of ships could not be expected to continue in a business without being fairly compensated for the capital invested, and the risk taken, either by a subsidy or in the division of rates on through business, the board has for some time contemplated the purchase of ships whenever a favorable opportunity should offer. In the month of March last, Wm. R. Garrison, Esq., of New York, made a proposition to the board to sell six steamships to the company. Four of them were being run under a contract with us, the other two were owned by the contracting parties as a reserve. The proposition for the sale of the ships was, to receive three hundred thousand dollars in the bonds of the company, at par, and an obligation or bond for an additional three hundred thousand dollars, conditioned that the interest on it should be equal to the dividends declared and paid on three thousand shares of the capital stock of the company. This proposition, after mature deliberation, was accepted by the board, and the six ships became the property of the company after the 1st of May last. At the time of the purchase, Mr. Garrison was constituted agent of the company to manage and control the ships.

Accurate accounts of the ships to date cannot now be had, but for the purpose of approximating to the result, Mr. Garrison has estimated their earnings and expenses, not yet positively ascertained, showing that the probable net earnings of the ships, for the past seven months, has been, in round numbers, seventy-five thousand dollars.

By this it will be seen that the ships are not only self-sustaining, but that they will yield a profit even at low rates and laboring under disadvantageous circumstances. The board feels perfectly satisfied that the purchase was judicious, and that it has and will continue to benefit, not only the road, but the local business of the city.

Looking to the maturity of the bonds that were issusd for rebuilding the road, as well as for the payment of bonds of the Southwestern and Macon and Western Roads; and to provide for refunding amounts that the company has been called upon to pay for extending the roads referred to above; and for the purpose of perfecting our connections with distant points, it was seen that it would become necessary to issue bonds. The board therefore procured the passage of an act by the last Legislature authorizing the three companies, Central, Southwestern and Macon and Western, to issue joint bonds to the extent of five millions of dollars. Acting under this authority the respective boards have authorized the issue of these bonds as the requirements of the companies demand. Three millions have been executed, which are all that it is proposed to issue at present; one million of which are set apart for the redemption of the bonds that will fall due in 1875.

The extension of the Southwestern Boad to Blakely and the branch from Fort Valley to Perry, referred to in the last report, have not progressed as rapidly as was expected; but the track is now being laid upon both, and the citizens along the line will soon begin to avail themselves of their advantages.

The report of the chief engineer and superintendent, (Virgil Powers) contains much valuable information relating to the condition of the works under his charge, and the progress of branches, &c., now being built, or which are contemplated as future auxilliaries, of existing roads. We copy the following—

There has been received during the year, for repairs of road, 95,032 cross ties; 3,416,408 feet B. M. Stringers; 510,945 feet B. M. Bridge, and 242,621 feet B. M. Building and miscellaneous lumber, and 29,000 shingles.

Of the three thousand tons of new (40 pounds to the yard) T. rail, with fish bar joinings, received in September and October, there has been laid on the Columbus line, between Butler and Wimberly, about 18 miles, and the old flange rail removed to the Blakely Extension. This will be continued until all the old flange rail (32 miles) is taken up from this line and removed to the Perry Branch and Blakely Extension.

The new T rail is being laid on 6 x 8 inch stringers, 24 feet long, with gain ties at the joints and in the centre, and makes a very fine track. I think as good as any in the country. The flange rail on the extension, where the business will be light, will wear a number of years, and the old road, where the heavy business passes, be much improved by the change.

Having very recently passed over the entire line of road, I am pleased to be able to say that the road is in very fine order. The iron is wearing out and we should have annually from 20 to 25 miles of new rail, until all the old rail is removed, to keep the road up to its usual standard. We need about 5 miles of heavy T rail to lay between 24 and 29 mile posts (from end

of present heavy rail and Fort Valley). I prefer that this part of the line should be laid with heavy rail on ties, because there is about twice as much business passes over the line between Macon and Fort Valley as any other part of the road. The balance of the road, for years to come, should be laid on stringers with a light T rail; even as light as 30 pounds to the yard would answer very well for a considerable portion of the road. All below Americus, about 125 miles, (exclusive of the Blakely Extension) might be renewed with a 30 pound rail that would answer all purposes for years to come.

The motive power is in good condition, but a number of our old engines are giving out, and we should have at least two new locomotives annually to keep up our stock. We have been very much pressed for motive power the past two months, owing to letting the Macon and Western Road have two of our freight engines for the past six or eight months, and they cannot now be spared from their service.

A large amount of repairs has been done on our freight cars the past year. A large number of old worn wheels have been replaced with new ones; they are now generally in good order. Our passenger coaches have been considerably improved by repairs, paint, &c. The number of freight cars have been reduced; 11 box, 7 platform, and 1 cab car condemned and 2 platform changed to coal cars.

Perry Branch.—The grading, clearing, and grubbing, and log drains for this line, was completed the 15th of September. The bridging and track laying is progressing, and I hope to have it so far completed as to run trains to Perry in January.

Blakely Extension.—The grading, clearing, and grubbing of this line, for the first forty miles, is very nearly completed; some grading in Chickasawhatchie, Little Spring, Nockaway, and Perry Creek Swamps, and some dressing up, only remains to be done. The clearing is completed to Blakely, and the grading on the last two miles progressing. The track is laid ten miles to Walker's Station, and as soon as the turnout is put in, the trains will be run to that point.

Griswoldville and Jeffersonville Railroad.—A preliminary survey for this branch road was made in April last. The line was started at Griswoldville and run down north side of Big Sandy Creek to near the head of Gen. Myrick's Mill Pond, where it was carried across, and down the south side of that stream, about four miles, then deflected to the south, was carried up the east side of a small stream to Jeffersonville. Total distance seventeen miles. A very good line can be had between these points.

Louisville Branch.—Three preliminary lines for this branch was run, one reaching the Central Railroad at Bartow, (No. 11) another at or near Bethany, and the third at Perdue, (No. 10½). There is very little difference in cost or length of the first two, the Bethany being a little the cheapest.

Sandersville Branch.—This line has been located and leaves the Central Railroad east of the depot at Tennille, and, after deflecting to the left on a four degree curve sufficiently, the line is carried in nearly a straight line on the east side and not far from the public road, to its terminus in the rear of Messrs. Gilmore and Jones' lots. The line passes about one thousand feet east of the court house, and direction nearly north from Tennille. The depot will be a little north of the street leading east from the Court House Square.

Talbotton Branch.—Two preliminary lines were run for this branch, one leaving the Southwestern Railroad at or near the east end of turnout in Geneva, is carried across the head of the branch east of Geneva, and crossing the dividing ridge is carried down the west side of a small branch to Upitoi Creek. Crossing the creek, it is carried up the west slope of a branch a short distance, when a ridge, dividing two branches, is attained and pursued to the main or dividing ridge between the Chattahoochee and Flint Rivers. Crossing this main ridge and the public road at same time, the line is carried along, not far from the public road, on the ridge on which Talbotton is situated to that place, passing in the rear of the residences on the south or east side of the main street leading to the Court House Square, and terminating about 1000 feet east of the street, running south from the west side of the square. Total length 7¾ miles.

The other and cheapest leaves the Southwestern Railroad a thousand feet west of water station known as Bostick's, and deflecting to the right, soon attains the dividing ridge between Flint and Chattahoochee Rivers, and is carried along that ridge to within three miles of Talbotton in Col. Smith's plantation, when it leaves the ridge and is carried down its slope a short distance to the head of a small branch, and down the west slope of that to the creek running south of Talbotton. Crossing that stream, it is carried up the north slope to intersection of Geneva line in the rear of Mrs. Week's, and twenty-seven hundred feet west of terminus of that line. The length of this line is 7¼ miles.

New Line, from Savannah to Whitesville.—This line was started on present line of road near the 1 mile post, and deflected to the right or north, with a curve of 6,875 feet radius, until the course N. 45, 37 W. was reached, and continued on straight line to Whitesville, intersecting the present line with a curve of 10,000 feet radius at the 30 mile post, and 3,083 feet, making a saving in distance of 5 miles and 2,734 feet.

The new line will be entitled to credit of cost of iron, chairs, spikes, and track laying of 5¼ miles, the distance saved, less the value of the old rail, as this additional distance will have to be laid on old if new line is not built.

We now proceed to the accounts of the several roads which are included in the Central Railroad system of Georgia. The fiscal year is closed as of November 30.

CENTRAL RAILROAD OF GEORGIA.

The main line of the Central Railroad extends from Savannah to Macon, 192 miles, and is thence extended west and southwest by the Macon and Western and the Southwestern, &c., &c. The Augusta and Savannah and the Eatonton Branches are parts of the operative mileage of the main line of the system, making an aggregate length of 284 miles.

The gross earnings, operating expenses, &c., on this road for the past three years, have been as follows:

	1869-'70.	1870-'71.	1871-'72.
Passenger	$389,480 77	$349,632 63	$307,149 63
Freight	1,891,878 61	1,477,724 72	1,319,211 19
Mail, &c	26,925 00	28,119 95	29,792 88
Total earnings	$2,308,284 38	$1,855,487 30	$1,656,153 70
Operating expenses	1,535,544 73	1,127,202 35	966,846 09
Net earnings	$772,739 65	$728,284 95	$689,307 61

The reports are not very detailed in their statistics, and in relation to freights are very partial, alluding only to the principal materials transported.

The following are the results for the three years represented in the above table of earnings:

	1869-'70.	1870 '71.	1871-'72.
Passengers	177,064	135,513	169,119
Freights:			
Cotton (bales)	425,370	413,470	402,024
Guano (tons)	45,302	23,183	30,155
Salt (tons)	5,851	4,126	5,340
Lime (tons)	605	533	431

The equipment of the road consists of 53 locomotive engines; and cars as follows: passenger 44; baggage mail express 27; freight, stock and other cars 792. No essential change in the three years under review.

The following is a statement of the financial condition of the company at the close of each of the fiscal years 1869-'70, 1870 '71 and 1871 '72—

	1869 '70.	1870 '71.	1871-'72.
Capital stock	$4,668,000	$5,000,000	$5,000,000
Bonds of 1852 '65 and '72	789,000	789,000	1,088,000
Bonds for steamships	.....	.....	300,000
Fare notes	.....	.....	246,000
Dividends unclaimed	27,977	28,450	28,521
Forwarding account	32,605	25,879	50,096
Freight account W. and A. R. R.	.....	.....	21,446
Earnings—Central Railroad	2,308,284	1,855,487	1,656,154
" Southwestern Railroad	1,324,180	1,079,455	896,156
" Macon and Western Railroad	.....	.....	706,647
Miscellaneous	23 870	.....	.....
Profit and loss	106,552	92,695	402,335
Total	$9,279,268	$8,870,966	$10,391,955
Railroad and appurtenances	$4,472,000	$5,000,000	$5,000,000
Central Railroad Steamship Line	.....	.....	600,000
Real estate	40,508	121,390	120,133
Depot lots, &c., Macon	168,432	168,432	204,673
Savannah River Railroad	.....	.....	57,727
Steamers (three)	56,964	56,964	60,964
Stocks	699,760	529,260	536,460
Bonds	97,500	65,500	48,500
Cash	611,487	420,505	284,047
Bills and accounts	11,248	20,930	16,293
Treasurer and agents	303,967	300,056	187,847
Due by other roads	48,485	58,177	537,505
Railroad expenditures	2,441,652	1,803,385	2,116,442
Interest account	55,002	55,851	37,478
Rent Southwestern Railroad	166,118	172,140	356,456
Rent Macon and Western Railroad	.....	.....	125,000
Rent Augusta Branch	73,000	73,000	73,000
Rent Eatonton Branch	14,000	17,407	14,000
Purchasing agent	7,602	7,252	5,417
A. Whitney & Sons, Phila	7,251	.....	.....
Steamship interest account	.....	.....	10,013
National City Bank	4,291	715	.....
Total	$9,279,268	$8,870,866	$10,391,953

President.—William M. Wadley.

Directors.—Wm. M. Wadley, Andrew Low, John R. Wilder, George W. Wylly, Wm. Henry Woods, J. F. Gilmer, and John Cunningham, of Savannah, Ga; Wm. B. Johnston, of Macon, Ga; and A. S. Hartridge, of Savannah Ga.

Treasurer.—H. C. Cunningham.

Auditor.—B. J. Cubbedge.

Gen'l Supt.—William Rodgers.

SOUTHWESTERN RAILROAD.

The lease of the Southwestern Railroad is perpetual; date of contract August 1, 1869. Annual rental—minimum 7 per cent on stock, and otherwise in the proportion of 8 per cent, when the Central Railroad Stock receives 10 per cent. All the bonded debt is assumed by the lessees.

The railroads of the Southwestern Company may be described as follows:

Macon to Eufaula	Miles	148
Valley Fort to Columbus	"	71
Smithville to Albany	"	23½
Cuthbert to Fort Gaines	"	20

—or a total of 257½ miles. Sidings 254 miles. Equivalent single track 283½ miles.

The rolling stock owned by the company and included in the lease consists of—33 locomotive engines; 17 first-class and 11 second-class passenger cars; 6 baggage, mail and express cars; 234 house freight cars; 147 platform freight cars and 8 stock cars, also 11 conductors' cars. This list makes a total of 434 cars. There has been but little difference in the amount of rolling stock during the past three or four years.

The earnings, expenses, &c., of the roads for the last three years have been as follows:

	1369-'70.	1870-'71.	1871-'72.
Gross earnings	$1,324,179	$1,079,455	$896,156
Operating expenses	906,107	676,482	698,480
Net revenue	$418,072	$403,273	$197,676
Interest on bonds	48,370	48,370	36,645
Dividends	328,174	345,086	369,688
Surplus	41,528	9,817	.....
Deficit	.....	.....	208,657

The December dividend, as is apparent, was not earned; but was declared, and has by this time been paid from assets brought into the partnership by the Southwestern Railroad Company, and sold for said purpose.

The financial condition of the company at the date of the lease of the road to the Central Company was as follows:

Capital stock $4,211,600, and bonded debt $691,000, or a total of stock and bonds amounting to $4,902,600 or $19,040 per mile of road. The bonds as above, consist of Southwestern Railroad convertible 7s due in 1872 to 1876, $391,000, and 1st mortgage (Muscogee Railroad) 7s due in 1872 to 1876, $300,000. These bonds will be taken up as they mature, by exchanging them for the new bonds now ready for issue, guaranteed by the joint companies forming the organization under the several leases, viz: the Central, Southwestern and the Macon and Western Companies. The bonds of the Muscogee Railroad Company as above, may also be converted into Southwestern Railroad Stock at 87½ per cent of their face value.

President.—WILLIAM S. HOLT, Macon, Ga.

Engineer and Supt.—VIRGIL POWERS, Macon, Ga.

General offices, Macon, Bibb Co., Ga.

MACON AND WESTERN RAILROAD.

The lease contract of the Macon and Western Railroad is dated May 25, 1871; but it appears from the accounts, that the results of operations embrace the whole year ending November 30, 1871. By the terms of the lease the Central Company possess all the property of the company, and assume all their debts and liabilities. This is virtually a consolidation, and the stockholders receive identical dividends. The lease is perpetual, and an actual consolidation is contemplated. The Macon and Western Railroad is a continuation of the Central from Macon to Atlanta, at the latter point forming a junction with the railroads into and through the State of Tennessee—by this route Nashville, Bristol, Lynchburg, &c., and the roads thence leading north, northeast and northwest having operative connections. The line is a follows:

Macon to Atlanta	102½	miles.
Barnesville to Thomaston (leased)	16½	"
Total length of line	119	miles.

The Upson County Railroad (Barnesville to Thomaston) is paid for by a nominal rent, and indeed is the property of the lessees, the lessees having ironed and otherwise furnished it after its destruction during the rebellion.

The separate rolling stock in use on the road consists of 19 locomotive engines and 259 cars accounted for as follows—passenger cars 13; baggage, mail and express cars 6; box freight cars 157; platform cars 47; stock cars 17; coal cars 11 and other cars . Duri the [illegible] except the addition of two locomotive engines, the amount of rolling stock has been substantially the same.

The bonds ($150,000,) of this company are assumed by the Central. The stock is $2,500,000, (this latter amount being the nominal cost of the property.)

There is a new road, the Savannah, Griffin and North Alabama Railroad, diverging from this railroad at Griffin of which about 45 miles are already constructed. It will ultimately be continued to Guntersville, and thus become a northern and northwestern outlet for a large section of the southeastern portion of the Union. The Central Company have furnished a large portion of the means for construction, and now operate the line.

President.—ANDREW JACKSON WHITE.

Secretary and Treasurer.—MILO S. FREEMAN.

Rates of Transportation.

The St. Paul (Minn.) *Press* says that, notwithstanding the complaints of the people and of the farmers' granges relative to the extortionate rate of railroad freights, it appears that these rates on the leading trunk lines have been steadily reduced during the last few years. To support this assertion the *Press* gives the following figures:

"Not long ago we quoted the figures supplied by the Michigan Southern and Lake Shore Railroad, which showed a reduction of nearly or quite fifty per cent in the rate of freight charges, while it gave evidence of a heavy increase of traffic. The annual report of the President of the Michigan Central Railroad, which is just received, makes the same showing. As a matter of curiosity and comparison, we subjoin the following exhibit of the freighting business of that road for a series of years:

Years.	Tons of freight moved.	Freight earnings.	Earnings per ton per mile.
1865	485,275	$2,223,529	3 6 100
1866	533,451	2,208,591	2 60-100
1867	578,177	2,285,521	2 49-100
1868	638,586	2,480,974	2 45-100
1869	802,835	2,755,200	2 9-100
1870	823,770	2,634,438	1 98-100
1871	1,105,875	3,072,557	1 61-100
1872	1,238,313	3,379,625	1 56-100
1873	1,416,792	3,852,933	1 57-100

"Here it will be seen that since 1855 the rate of charges has decreased from 3 6-100 cents per ton per mile to 1 57-100 cents, or more than one-half, while the tonnage has increased from less than half a million tons moved to nearly a million and a half tons. The report of the President says that had the company been obliged to do the business of 1868 at the actual rates of 1873, the gross receipts from freights would have been $1,579,722 instead of $2,480,974, the difference nearly equalling the total surplus of the road for 1868. Whether the rates have now reached the minimum figure at which the road can afford to do business, is not stated in the report, but the only condition on which the lowest rates can be maintained, that of a heavy traffic is most obvious."

Export of Rails from Gt. Britain.

The exports of Iron Rails from Gaeat Britain, as compiled from official returns published by authority of Parliament, compare thus:

MONTH ENDING JUNE 30.	1871. Tons.	1872. Tons.	1873. Tons.
United States	44,919	37,978	18,016
British	12,566	10,052	9,669
Russia	12,731	7,911	14,462
Germany	3,509	2,009	3,818
Total to all countries	103 052	81,164	72,692
Old iron to all countries	13,957	14,589	2,674
Pig-iron to United States	14,642	25,178	8,988
SIX MONTHS ENDING JUNE 30.			
United States	244,784	259,011	120,468
British	27,279	28,298	29,774
Russia	46,929	21,064	47,780
Germany	32,220	16,722	26,375
Total to all countries	476,191	448,042	347,757
Old iron to all countries	58,611	56,021	41,355
Pig-iron to United States	92,669	119,173	63,183

☞ At the recent meeting of the stockholders of the Delaware Shore Railroad Company, the following directors were chosen: Henry Allen, Wm. Sommerill, Edwin A. Vanneman, Edward H. Green, Matthew Gill, Samuel Hopkins, David B. Gill, Samuel T. Miller, William Justice, Joseph W. Cooper, and John B. Lawrence. Samuel Hopkins was chosen President, and D. B. Gill Secretary and Treasurer. It was proposed to go actively to work, and a strong hope is entertained that operations will be commenced at an early day.

Railroad Car Manufactories.

On the west side of the Schuylkill, south of Market street, there is a vast aggregated amount of capital invested in manufactures, giving employment to at least 3,000 persons. Perhaps the largest and most important industry here located is that of the manufacture of railroad cars, both for steam and horse railways, which are turned out in thousands, and find their way to every section of the United States, and foreign countries as well. Here are located the works of Wm. C. Allison & Sons, manufacturers of freight and other cars. The works occupy an area all told of about 14 acres from Thirty-first st., to Schuylkill river, and from Chestnut to Spruce, and have a total capacity for the building of 20 eight-wheeled cars per day, or over 6,000 cars per annum. The operations for 1872 were up to an average of 100 cars per week. The superficial area covered by shops is 501,221 square feet. The area of roofed buildings, 308,776 feet; wharf line on the Schuylkill, 812 feet, and dock area, 21,758 feet; length of railways through works, about six miles, and length of belting over five miles; steam power employed, 585 horse, including eight engines. Capital invested in the buildings and stock, $2,200,000; value of property over $1,000,000, and amount of business done annually, in building and repairing cars, and in manufacturing of oil well and flue piping, &c., $4,000,000 to $5,000,000. The works are operated upon a system perfected after long years of experiment, by the senior partner, since 1835. There are 18 separate and distinct departments. In these several departments are employed over 1,500 men, whose average pay is equal to $46,000 per month, or $552,000 per annum, the pay ranging from that of the ordinary laborer at $600 a year to the highest grade of employe at $6,000 per year. To provide for the amount of work done, there is consumed of coal 60 tons per day, or over 18,000 tons per annum. Of lumber, 8 to 10 car loads per day, equal to from 8,000,000 to 15,000,000 feet per year. Of iron, about 50 tons per day, all forged here, or 21,000 tons a year. Of iron car wheels, 40,000 a year. Of axles, 20,000 per year. Of brass for journal boxes, &c., 400,000 lbs. a year. Of oils, 85,000 gallons per annum. A brief description of the works will give some idea of their immense proportions. On Chestnut street is a front of 150 feet. Here is received the lumber in the rough, some of it being very heavy, principally oak. It goes first to the getting out shops as they are termed, one building being 480 by 50 feet, and the other 40 by 520 feet. The machinery in these shops comprise planers, drilling machines, saw tables, &c., all of the most approved kind, and the rough hewn oak log which goes in at one end, comes out at the other all ready to form a portion of a freight car. About 175 men are constantly engaged in this building. When finished it is loaded on truck cars, of which 86 are in use in the works, and by a network system of smaller railways, turn tables and transfer tables, is transferred just where it may be wanted, in any other shop, without further handling. Next to this are the truck shop and repair shop, each 50 by 250 feet, and employing 60 men. Walnut street, which crosses the g ounds of the company, is temporarily closed, and on the south side are the company's offices, in a handsome and splendidly-fitted three-story brick structure. Here are the principal offices, a telegraph station connecting all over the land being a feature. On the east side of the office is a vast building, 385 by 81 feet, used as the furnace depot, or flue mill, where the iron piping is made, in untold miles of length, and from 350 to 400 men are employed night and day. Adjoining this is the pipe cutting room, covering over 375 by 82 feet, the roof being provided with numerous skylights. Here the cutting, threading and fitting of the pipe are done, when it is transferred either to cars, running into the shops by rail, or to the store-room, 75 by 140 feet, and two stories in height. The machine shop comes next, filled with trip hammers, punches, shears, and other ingenious machinery for the working of iron. This is 140 by 100 feet, and gives employment to over 100 men. The engine, boiler and store room houses adjoin, in which are from 30 to 40 men engaged. The pattern shop is a two-story building, about 40 to 60 feet. The smith shop is a model in its way. It is 200 by 100 feet, and will ere long contain 75 forges, all standing back to back, with a coal tressle beside them, and on the other side a railway track to bear away the iron in cars. Beyond this shop is a building triangular shaped, which covers over an acre of ground, wherein the cars are put together, painted and finished and turned out to the extent of one or two trains per day. It is all under one roof, supplied with about 150 skylights. Within it are thirteen tracks, diverging from a main track, having a total capacity of eighty-four eight-wheeled cars, and an area of over 100,000 square feet. The transfer of cars, material, &c., is all done here by an engine owned by the firm, which runs upon a well-regulated time table, and is kept constantly busy in hauling and shifting coal, lumber, iron, damaged and new cars, &c., at stated hours of the day. This building is just completing, and will furnish employment for over 200 men. Just east of this again, below Thirtieth st., the firm have begun still another vast improvement, in the shape of a building to accommodate trains of cars, new and for repair. This will be a sort of triangle, fronting toward the river, and will be built on piles, the low ground having already been filled in. It will bend 405 feet on Spruce street, 370 on Thirtieth street, 428 on Beaver Run, 94 on Thirty-first street, and will have twenty tracks, with a capacity of 143 cars, and a superficial area of about 170,000 square feet, all to be under a single roof. This firm now have an order for 1,000 freight cars for the Pennsylvania Railroad Company, and others equally large for our principal coal companies.

Near the works of Allison & Sons is another car building establishment. Not so large, but still quite extensive, which is devoted exclusively to the manufacture of street railway cars and narrow gauge railway cars. It is the establishment of J. G. Brill & Co., who have a large manufactory 80 by 50 feet and three stories high, with numerous outbuildings for lumber, engine house, &c., where about 100 men are given constant employment. The firm have only been in existence for three years, but are already turning out about 150 street cars and 25 to 50 narrow gauge cars per annum. A great many street cars have been built for the Southern States and a number of combination street and steam cars have been built for a railroad running out of the city of Mexico. They are so constructed as to be shipped in sections, to be put together when delivered to the railroad company. The firm have also just completed two handsome street cars for use in Vienna, the Austrian authorities having purchased the same for an exposition street railway. The cars constructed now a-days are very different from those of a few years ago. An excursion car, with open sides, was shown, for instance, the total weight of which was only 3,200 pounds, and yet strong enough to carry as many as 75 passengers. They are about to erect another large building, to accommodate an increasing trade.—*Philadelphia Ledger.*

Winona and St. Peters Railroad.

The Milwaukee *Wisconsin* learns from Col. De Graffe that he has just finished the grading of the Winona and St. Peters Railroad, 48 miles beyond the State line into Dakota; the iron on which is to be laid before the first of September, in order that the Chicago and Northwestern may secure the land grant. The Northwestern is taking up the old iron on some of its more traveled divisions, and relaying it on the western division of the Winona and St. Peters. Since Colonel De Graff has finished this job, he is looking around for more railroads to build, and hopes to put his next spade in Wisconsin, into the Lodi Extension Road; though we consider it very dubious whether the Northwestern will be able to raise the money to build this road until the summer of '74.

New Railway Projected.

A new railroad project is being developed in the northeastern end of this State, which, when completed, will not only open up a rich mineral and agricultural region, but serve as an important feeder to lines with which it is to connect. The new road will extend from Binghamton, Broome county, New York, to the State line, near Nichols, in Tioga county, a distance of twenty-four miles of very light grades. From the State line, up the Wappasening and Mud creeks, six miles to the Beaver Meadow summit. The grade on these six miles will average forty feet, with a maximum of fifty feet to the mile. Then follows a down grade along the valley of the Wysox creek, of twenty-eight feet to the mile, with a maximum of forty feet for ten miles, to Wysanking, a station on the Pennsylvania and New York Railroad. Thence from Wysanking, crossing the Susquehanna River, at or near Towanda, six miles, with little or no grade to overcome, to Monroeton, Bradford county, which is at the junction of the Dushore or Sullivan and Erie Railroad with the Barclay Railroad. Thence from Monroeton, in a westerly direction, up the valley of the Towanda creek, twenty-two miles, with a mean grade of forty feet, and a maximum of forty-five feet to the mile, to Canton, a station on the Northern Central Railroad.

From Canton there is direct communication with Pittsburg, as follows: From Canton to Williamsport, by the Northern Central Railroad, forty miles; from Williamsport to Lock Haven, by the Philadelphia and Erie Railroad, twenty-five miles; from Lock Haven to Tyrone, by the Bald Eagle Valley Railroad, fifty-five miles; from Tyrone by the Pennsylvania Central, one hundred and thirty-one miles to Pittsburg; making the total distance from Binghamton to Pittsburg, three hundred and nineteen miles, with only sixty-eight miles of new road (*i e.*, from Binghamton to Canton) to build, and that through a country requiring very light grades. The cost along this line will not exceed $10,000 per mile, including right of way and bridges. This route will give a complete connection with the Sullivan and Bradford county coal mines, and an unbroken line of transportation northeast and southwest across two of the most enterprising States in the Union.—*Pittsburg Chronicle.*

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending July 19, at 450,644 tons, and for the coal year 10,113,449 tons, against 9,959,201 tons to corresponding time last year, being an increase of 154,248 tons. The bituminous tonnage for the week is 58,549 tons, and for the year 1,282,909 tons, giving a total of all kinds for the week of 509,193 tons, and for the year of 11,396,358 tons, against 11,083,216 to same time last year, being an increase of 313,142 tons.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending July 15, are: freight, $44,448 89; passengers, $28,340 87—total, $72,789 76.

☞ The earnings of the Erie Railway Company for the week ending July 15, 1873, were $438,747, and since July 1, $783,263—an increase over the corresponding period of the previous year of $51,937.

☞ The Omemee and Bobcaygeon Railway, connecting the latter place with the Midland (Canada) Railway is likely to be built soon; the necessary stock has been subscribed and bonus voted, and it is said that grading will commence at once.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,461	106,835	164,729	259,590	251,832	262,770	29[illegible],422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568.270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	....	....	....	....	....	....	....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	358,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,815	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,065	....	....	....	....	....	....	....
Chicago and Northwestern:													
1863	......	......	......	......	......	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	278,876	317,839	300,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602, 82	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	....	....	....	....	....	....	....	....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,432,625
1873	358,612	408,849	465,517	432,928	394,485	....	....	....	....	....	....	....	....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548.813	1,775,324	1,463,951	1,550,023	1,525 243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	....	....	....	....	....	....	....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,48[illegible]
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	519,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,953	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	580,499	562,949	651,962	544,035	687,630	724,983	....	....	....	....	....	....	....
Kansas Pacific:													
1871	1[illegible]3,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	....	....	....	....	....	....	....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295.369	1.368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479.945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	1,585,368	....	....	....	....	....	....	....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126.224	140,740	113,173	119 650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	....	....	....	....	....	....	....
Michigan Central:													
1869	384,120	329,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	387,992	329,128	384.431	412,030	406,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442 665	486.960	470.703	480 547	427,096	422.015	529,890	628,660	582,802	5[illegible]7,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	[illegible]98,300	402,[illegible]84	460,101	536,603	641,807	487,603	461,163	5,608,117
1873	379,836	440,261	567,314	566,181	542,059	....	....	....	....	....	....	....	....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 135	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,799	925,210	....	....	....	....	....	....	....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,807	261,346	344,632	321,047	301,521	....	....	....	....	....	....	....	....
Philadelphia and Reading:													
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,960	617,058	569,697	1,1[illegible]9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,093	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,19[illegible],695	1,[illegible]22,847	1,127,031	....	....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158 198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,085	201,648	17[illegible],169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	....	....	....	....	....	....	....	....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,378	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	....	....	....	....	....	....	....	....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	309,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	4[illegible]0,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	139,780	431,949	460,646	447,311	510,792	462,868	484,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	....	....	....	....	....	....	....
Union Pacific:													
1869	....	....	....	....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	539,238	706,603	802.586	746,450	643,658	664 951	728,921	719,698	570.168	505.053	7,654,094
1871	479,573	373,925	492,509	584,540	724.466	728,174	673,696	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	534,115	565,861	741,802	890,442	855,459	742,882	789,567	868,754	980,706	915,727	757,851	8,892,006
1873	533,975	481,783	708,259	981,266	1,007,831	....	....	....	....	....	....	....	....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	...
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.P. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,426	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	...
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,1 3	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.80	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.85	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	1.75	3	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,562	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	36	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,010	299,424	133,100	—	310,958	105,646	13.5	50	....	18¾
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	...
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	9.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	...
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	59
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	...
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,066	—	1,020	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	26	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City .....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	...
Oct 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,158	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.80	52	32	Salem.....Mass.	203,730	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila)..Pa.	186,402	160,000	15,000	166,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	40½
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	67½
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	...
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	...
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)			—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110½
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....	1,600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	187[illegible]	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S	'74'5	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	303,000	7	J.& J.	1881	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O.	1878	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris's & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	188[illegible]	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	188[illegible]	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O.	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O.	1880	....
Middlesex (Boston):					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	82½
2d Mortgage.....	25,000	7	J.&J.	187[illegible]	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	'87	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	[illegible]	....
Park Avenue (Bkly):					
1st Mortgage.....	188,000	7	J.& J.	189	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	188[illegible]	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	104,000	7	[illegible]	1885	....
Conv. bonds.....	315,000	7	M&N	188[illegible]	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	'9[illegible]	....
2d Mortgage.....	15,800	7	A.&O.	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....	1,000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1886	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester:					
1st Mortgage.....		7	.....	....	....
2d Mortgage.....		8	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref. 100	838 976	J. & J.	July '71 3½
Atlantic and St. Law* 100	39,494,900	M. & S.	Mar. '73 2
" " new 1870 100	1,500,000	— & —	.....
Avon, Genesee & Mt M.* 100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio 100	13,151,962	M. & N.	May 73 5
Washington Br. 100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref. 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A.J&O	July '73 1½
Bloomsburg & Corning.* 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref. 100	683,200	— & —	.....
Agricultural Br guar. 100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '73 3
Boston and Lowell 500	2,852,900	J. & J.	July '73 4
Boston and Maine 100	6,816,807	M. & N.	May '73 4
Boston and Providence 100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie* 100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Mar. '73 5a
" " pref. 100	1,485,900	M. & S.	Mar. '73 5a
Camden and Amboy* 100	5,847,800	J. A. J.O.	July '73 2½
Camden and Atlantic 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	May '73 1½
" " pref. 100	769,600	F. & A	Aug. '73 3½
Central of Georgia 100	4,666,800	J. & J	July '73 5
Central of New Jersey 100	20,000,000	J.A.J&O.	July '73 4
Central Ohio* 50	2,425,000	J. & D.	June '73 3
" pref. 50	400,000	J. & D.	June '73 3
Chemung* 100	380,000	J.A.J&O	July '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton 100	8,929,900	M. & S.	Mar. '73 5
" " pref. 100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy 100	18,652,910	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	July '73 4
Chicago & N. Western 100	5,033,480	J. & D.	Dec. '72 3
" " pref. 100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific 100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* 50	2,980,550	— & —	Apl. '72 10s
" " pref. 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning* 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg* 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.* 100	13,000,000	.....	.....
Columbus and Xenia* 50	1,786,800	M.J.S.D.	June '73 2
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug '73 5
Concord 50	1,500,000	M. & N.	May '73 5
Concord and Ports.* 100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv. 100	2,100,000	F. & A.	Aug. '73 3
Connecticut River 100	1,850,000	J. & J.	July '73 5
Cooperstown and Susq. 100	307,383	— & —	.....
Cumberland Valley 50	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk 50	400,000	M.J.S.D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee* 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '73 3
East Mahanoy* 50	392,950	J. & J.	July '73 3
Eastern (Mass.) 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand* 100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	509,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	68,000,000	Mar. h.	Mar. '73 1½
" pref. 100	8,536,910	J. & J.	Mar. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) 100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph 100	4,151,700	F. & A.	Aug. '70 3½
" pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.) 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	456,750	J. & J	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago* 100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So. 100	49,466,600	F. & A.	Aug. '73 4
" " (guar.) 100	533,500	F. & A.	Aug. '73 5
Lawrence* 50	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468,800	J. & J.	July '73 2½
Little Miami* 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill* 50	2,646,100	J. & J.	July '73 5½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '72 4½
Louisville & Nashville 100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence 100	200 000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western 100	2,500,000	J. & J.	July '73 5
Maine Central 100	3,400,500	— & —	.....
Manchester and Law. 100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi* 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4a
Mill Creek & Minehill* 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul. 100	11,822,878	J. & J	Dec. '70 7s
" " pref. 100	10,825,103	F. & A	Feb. 73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex* 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell 100	800,000	M. & N.	May 73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley* 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York* 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton 100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp. 100	605,000	J.A J.O.	Sept '72 3
New Jersey* 100	7,295,200	J.A. J.O.	July '73 2½
New London Northern* 100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R. 100	89,428,330	A. & O	Apl. '73 4
New York and Harlem. 100	8,500,000	J. & J.	July '73 4
" " pref. 100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston. 100	2,000,000	J.A. J.O.	July '73 2½
Nisg. Bridge & Canand* 100	1,000,000	J. & J	Jan. '73 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref. 100	111,000	M. & N.	May 67 4
North Pennsylvania 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,842,000	M. & N	Nov. '72 3
Northern N. Hampsh. 100	3,068,400	J. & D.	June '73 4
Northern New Jersey* 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	Jan. '73 3
" " pref. 100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi 100	19,995,847	J.A. J.O.	.....
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R. 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport. 100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse* 100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri 100	3,635,750	— & —	July 73 1½
Panama 100	7,000,000	J.A. J.O.	July 73 3
Paterson and Hudson* 100	630,000	J & J.	July '73 4
Paterson and Newark* 100	500,000	J. & J.	.....
Paterson and Ramapo* 100	248,000	J. & J.	.....
Pember. & Hightstown* 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	J. & J.	Jan. '71 3
Peoria & Bureau Val.* 100	1,200,000	M. & N.	May '73 5
Philadelphia and Erie* 50	6,004,300	F. & A.	Feb. '73 4
" " " pref. 50	2,400,000	J. & J.	.....
Phil., Ger. & Norristwn* 50	1,626,250	J & J.	July '72 4
Philadelphia & Reading 50	32,684,375	M.J. S.D.	June '73 3
" " pref. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton* 100	1,259,100	J. & J.	July '73 5
Phila., Wil. & Balt. 50	11,485,750	J.A. J.O.	July 73 2½
Pittsb., Ft. W. & Chi.* 100	19,714,285	J. & J.	July '73 4
" Special Imp. 100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams 100	450,000	J. & J.	July '73 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm. 100	1,500,000	J. & J.	July '73 5
Providence & Worces. 100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.* 110	557,500	— & —	.....
Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '73 3½
Rutland* 100	2,700,000	— & —	.....
" preferred 100	4,300,000	F. & A.	Aug. '73 3½
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute. 100	2,300,000	— & —	.....
" " " pref. 100	2,040,000	.....	.....
St. Louis and Iron Mt. 100	10,000,000	May.	May '68 7
St. L., Kan. C. & North. 100	12,000,000	F. & A.	Feb. '73 3
" " " pref. 100	12,000,000	.....	.....
Saratoga and Schenec.* 100	300,000	A. & O.	Nov. '72 $2
Schuylkill Valley* 50	576,050	J. & J.	Apl. '73 3½
Seaboard and Roanoke. 100	1,151,400	M. & N.	July '73 2½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Nov. '70
Shore Line* 100	995,800	J. & J.	Feb. '73 3
South Branch (N. J.)* 100	438,300	J. & J.	Jan. '72 5½
South Carolina 100	5,819,275	F. & A.	Jan. '72 3
South Western, (Ga.)* 100	3,939,900	F. & A.	Feb '72 1
Staten Island 100	660,000	J. & J.	Feb. '73 4
Stockbridge and Pitts.* 100	448,700	J. & J.	July '67 4
Stony Brook* 100	267,300	M. & N.	Jan. '72 3½
Summit Branch* 50	2,502,250	F. & A.	May '72 3
Sussex (N. J.) 100	317,850	J. & J.	Feb. '73 3
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	Jan. '72 2½
Taunton Branch 100	500,000	J. & J.	July '73 3
Terre Haute & Indiana. 100	1,988,150	J. & J	July '73 4
Tol., Peo. & War. 1st pref. 100	1,790,000	— & —	Jan. '73 6
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Jn. '70 11-4s
Troy and Greenbush* 100	274,400	J. & D.	Nov. '72 3½
Union and Black River 100	1,666,000	J. & J.	Dec. '71 3½
Vermont and Canada* 100	2,500,000	J. & D.	Jan. '72 3
			Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,880,000	M. & N.	May '73 2
Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey 100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,00	J. & J.	July '72 3½
Worcester and Nashua 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn) 100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica 100	488 100	— & —	.....
Bushwick (Brooklyn) 100	302,000	J. & J.	July '71 3½
Cambridge 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.) 50	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn 50	500,000	— & —	.....
Dock, R. B'dw. & Bat. 100	1,200,000	F.M.A.N	Aug 73 2
Eighth Avenue (N.Y.) 100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark 100	200,000	— & —	 3
42nd St. & G. St. Ferry 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.) 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose 100	200,000	— & —	.....
Metropolitan (Boston) 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.) 100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.) 100	888,100	J.A. J.O.	July '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.) 100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio 25	8,229,694	— & —	.....
Delaware Division 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson 100	15 000 000	F. & A	Aug. '73 5
Delaware and Raritan* 100	5,847,400	J. A. J.O.	July '73 2½
Erie of Pennsylvania 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
" (preferred) 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water 50	2,002,746	— & —	.....
Union 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express 100	10,000,000	M.J. S.D.	June '73 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp. 100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton 16½	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold 100	2,836,600	— & —	.....
" pref. 100	8,693,400	— & —	.....
" certif. 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	5,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express 100	6,000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	118¼
.. ..coupon	4,656,000	6	" "	1880	120
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,560,650	6	Jan. & July	1881	118¼
.. ..coupon	63,760,700	6	" "	1881	120
Loan of Feb. 25, 1862 (5-20s).....registered	30,634,800	6	May & Nov.	1882	116¾
.. .. .. (5-20s).....coupon	232,637,850	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,552,450	6	Jan. & July.	1881	118¼
.. ..coupon	21,447,550	6	" "	1881	120
Loan of March 3, 1864 (5-20s).....registered	2,292,000	6	May & Nov.	1884	117
Loan of June 30, 1864 (5-20s).....registered	32,434,850	6	May & Nov.	1884	117
.. .. .. (5-20s).....coupon	34,303,300	6	" "	1884	117½
Loan of March 3, 1865 (5-20s).....registered	36.359,750	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,156,700	6	" "	1885	119½
.. .. 2d series (5-20s).....registered	58,758,500	6	Jan. & July.	1885	115¾
.. .. .. (5-20s).....coupon	148,473,100	6	" "	1885	117¾
.. .. 3d series (5-20s).....registered	90,906,000	6	Jan. & July.	1887	116¾
.. .. .. (5-20s).....coupon	224,568,550	6	" "	1887	119
.. .. 4th series (5-20s).....registered	14,174,000	6	Jan. & July.	1888	117¾
.. .. .. (5-20s).....coupon	24,357,900	6	" "	1888	118¾
Loan of March 3, 1864, (10-40s)....registered	140,198,450	5	Mar. & Sept.	1904	114¾
.. .. .. (10-40s).....coupon	54,368,850	5	" "	1904	115¼
Consols of July 14, '70 & Jan. 20, '71.registered	129,581,700	5	F. M. A. & N.	1881	115½
.. .. coupon	70,418,300	5	" "	1881	115½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	401,359,265	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	47½
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84¾
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'.0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W.&Atl.R.R. 1842, '43, '44&'48	866,000	6	Various.		73
.. Bonds for W. &Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl.&Gulf R.R., '58, '59, '60&'61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1886	92½
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1890	84
Illinois—($2,133,634):				'90-'92	
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.		....
.. Refunded Stock Bonds, 1859	348,000	6	" "	1878	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	77-'78	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	...
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1881	
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'83-'84	....
Kentucky—($2,750,510):				76-'89	
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.		....
Louisiana—($21,214,800):				'93-'98	
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	1893	48¾
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	'86-'88	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	1907	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1886	....
.. .. .. 1866	1,000,000	8	Various.	1875	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1910	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1899	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	10-'11	....
.. State B'ds(N.O.,Mob.&Chat.R.R.)'70 '71	3,250,000	8	Jan. & July.	1906	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1889	....
.. Int. (Miss.& Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1898	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.		....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99¾
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99¾
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104¼
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,549,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	..
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	..
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,159,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	10,675,000	7	Jan. & July.	1877	104¾
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	10
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	105
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	102
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	106
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	22
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R.Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1847.....	406,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala.& Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850–'80	579,500	6	" "	"	1880	99
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	98
Loan of 1855–'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60[illegible],000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar by C. & A. Co. and)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104¾
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	34½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. 1st (sec'r'd by $4,000,000 Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	93¾
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94¾
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97¾
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	94
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	89½
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	102
Chattel Mortgage	158,350	5	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	79½
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	107½
Loan of Leh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81¾
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96¾
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9 3,225	7	Jan. & July.	Boston.	1896	95
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,5 0,000	7	F. M. A. & N.	" "	1915	93½
Equipm't(Eng &Cars,$2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	95
2d Mort. (Mil. & Chi.R. R) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	85
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	72
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	16
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept	" "	1881	100
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	101
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,990,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,519,000	7	Jan. & July.	New York.	1890	92½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100¾
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	101½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase.	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100¾
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765.	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	91½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99¾
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1869	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar	500,000	8	Jan. & July.	New York.	1882	101
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. &St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. &N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar	1,300,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW &W):						
1st Mortgage gold guar	1,500,000	7*	Feb & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'a.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	97
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98½
3d Mort. Oct.1, '61 "	1,000,000	7	April & Oct.	" "	1892	98½
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	97½
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	100
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Al.& Gr.R.)	840,000	8	" "	" "	1868	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	690,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	1[illegible]½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	81½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	98¾
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort (Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapo'is & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	429,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	103
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90¾
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	90½
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	...
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	...
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	97
2d Mortgage	1,358,500	7	May & Nov.	"	1896	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	96
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	91⅞
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln).....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	72½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	79½
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	100
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	78½
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	101
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	103
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	94
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'94	78½
Rich., Fredericksbu.g & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	6*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	102
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	88
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	6	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold. endor	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1679	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m	250,000	7	June & Dec.	" "	1910	84
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,300	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	99
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	98
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	93
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	82½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	72
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	60
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	97
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	80
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage(fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	...	.....	.....	....	....
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	78
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered. 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,000,000	6	A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	& Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	73
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1888	74
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac ..... New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶..... Alabama.	3.600.000	*	.....	.....	2,000.000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)... New York.	7.463.572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	95
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	...	...	...	....	Allegheny Valley..... Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,341,228	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown ..... Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35·8	.....	(Phila.&R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	—	10	2	43	Annapolis and Elkridge... .... Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶..... Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	...	...	...	....	Atchison, Topeka & Santa Fe.... Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	14¼
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield..... Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point ..... Georgia.	1,200.129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn.& O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	4,451,229	855,676	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶..... Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,339	—	100	....
Sept. 30, 1872	408.0	20.0	31.0	160.0	78	29	18	832	Atlantic, Mississippi and Ohio... Virginia.	17,765.914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530.583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶. N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	...	...	...	....	*Atlantic and Pacific* ¶. Missouri & Ind.Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	...	...	...	....	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris .. N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ .... Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	28,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	173¼
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	.....	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	108.5	—	21.8	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	10,000,000	—	.....	.....	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	...	...	...	....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	5¼
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware ..... New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	7	100	....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire..... Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	5	100	....
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	.....	.....	468,000	—	—	—	—	.....	.....	.....	.....	.....	10	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259.599	2,362,615	—	100	144¼
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner..... Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12.147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	31	22	12	434	Boston, Clinton and Fitchburg ..... Mass.	1,430,328	646,052	110,250	95,736	872,600	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal ..... N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,450	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell..... Mass.	2,469,955	252.345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,961	1,949,688	620,053	1,293,969	241,016	10	500	129
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine..... Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	119
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence..... Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,992	66.5	239,132	702,246	765,733	1,716,399	465,347	—	100	153
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa..... Canada.	2,647.004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶..... Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869.500	—	.....	.....	2,286,000	583,500	.....	—	—	(Com	puny in ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie... N.Y.& Penn.	3,064,271	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	—	500	....
Sept. 30, 1872	117.0	—	5.8	—	...	...	...	....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	...	...	...	....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....	.....	(In progr	ess.)	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy..... New Jersey.	9,458,328	—	.....	.....	5,847,800	.....	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic..... New Jersey.	1,790.623	376,195	138,354	32,388	1,215,870	1,058,400	54.907	9,384	67.0	213,639	417,988	69,324	467,036	212,119	3¼	100	66
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	50	....
Dec. 31, 1872	28.5	—	4.8	81.0	...	...	...	....	Canada Central..... Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	...	...	...	....	Canada Southern..... Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	.....	(Recently	completed	.)	.....	—	—	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod ..... Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,817	75,147	321,798	86,737	8	100	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.... Illinois.	562,650	*	—	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	60	...
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N.Y.	561,139	*	—	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville..... Penn.	742,151	*	—	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	100	....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa..... Penn.	6,098,850	*	—	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.)	572,104	183,169	6.7	25	39¾
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota..... New York.	538,006	*	—	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	50	....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)	.....	128,646	113,400	—	100	....
Dec. 31, 1872	271.6	24.1	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,233,000	—	—	.....	7,619,000	3,614,000	.....	—	—	(Chic.&	North We	stern R. R	.)	.....	—	100	....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	—	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	10	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia..... Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	683,308	—	100	...
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa..... Iowa.	10,000,000	*	—	.....	6,000.000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island..... New York.	1,459.616	*	—	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	10	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	12,424.935	7,832,235	7,649,492	4,310,442	20,000,000	9,200,000	3,058,154	—	291.0	4,889,891	4,478,573	. 1,490,689	7,120,718	1,957,538	6	100	103
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio..... Ohio.	5,499.9 9	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	—	100	46¼
Dec. 31, 1872	881.0	294.0	72.0	226 0	192	187	37	4,022	*Central Pacific of California* ¶.. California.	124,522,199	*	.....	.....	54,283,190	60,284,000	.....	—	1,175.0	.....	.....	.....	12,793,001	7,465,675	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta... S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Charliers ..... Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39.140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio..... Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	811,475	141,873	115,473	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	...	...	....	Chester and Tamaroa..... Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....
Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Chestnire..... New Hampshire.	2,689,807	*	504,930	84,463	2,153,300	834,262	—	90,738	63.8	586,388	197,274	270,840	787,815	157,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Reading	g.)	.....	—	50	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Chestnire	New Hampshire.	2,689,307	*	504,930	84,463	2,153,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,815	187,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	108¾
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	754.0	.....	.....	.....	7,569.009	2,619,177	10	100	104½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper. by C.	B. & Q.)		—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870-'71.)			—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500.000	1,000,000	.....	—	73.0		(No retur	ns furnish	ed.)		—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925 000	—	—	—	(Opene	d in Dece	mber, 187	1.)		—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	—	—		(Recently	opened.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	105½
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)			—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,342,919	—	35.878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	69½
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1.500,000	1,340,000	.....	.....	—		(New roa	d—No rep	ort.)		—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	(Under	constructi	on—length	160 m.)		—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761.3 6	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	110½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	3,078 000	3,078,000	.....	.....	—	(Unde	r construc	tion—ope	n 19 mile	s.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic. R.	I. & Pac.)			—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cinncinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	7.0	(Leased	to Mariett	a and Cin	cinnati.)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Laf	ayette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr.Rap	ids & Indi	ana.)		—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,205	800,702	304,706	—	100	13½
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind.	Ohio & Ind	13,774,883	*	1,629 225	1,386,437	12,761,350	3.008,000	197,355	693,840	470.4	3,270,327	518,611	1.177,657	3,866,076	6,215,537	7	100	88½
Dec. 31, 1871	67.8	12.4	5.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl.& G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	*	.....	.....	1,165,000	1,500,000	.....	—	76.3	127,000	129,770	135,090	245.304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2.054	Cleveland and Pittsburg	Ohio & Penn.	8,950,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	88½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	36,230,074	*	.....	.....	13,000,000	23,230,174	.....	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	31½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*	.....	.....	347,860	225,000	282,126	—	18.0	34,500	17,404	12,811	55,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)		—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire	1,500,000	*	63,041	106,631	1,500,000	—	134,883	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	165
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337.464	150,026	128,555	695,587	283,665	6	100	90
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	137½
Dec. 31, 1871	46.1	—	3 0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	41.6	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	—	68.0		Recently	opened.)			—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278.300	—	.....	.....	1,278,300	1,000,600	.....	—	6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N.York.	456,001	*	.....	.....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,509	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,95 ,575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	—	202.0	.....	.....	.....	1,101,612	371,376	¾	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	—	.....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011.276	—	.....	.....	309,276	701,000	.....	.....	—		(Leased	to Little	Miami.)		—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	—	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	.....	15,000,000	10,000.000	.....	—	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5 132,109	.....	10,104,000	3,3 8,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10a	100	100½
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	43,863	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	—	.....	.....	1,216,000	1,216,000	.....	—	—		(Opened	in May 18	72.)		—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.		(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)				772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	—	—	65.0	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9.673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	104.0	—	8.3	—	...	...	...	...	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	—	164.0		(A new li	ne—no ret	urns.)		—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	.....	.....	122,000	175,000	.....	—	14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.		(No info	rmation	furnishe	d.)			—	33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4 999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)			4	100	56
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—		(Opened	August 20,	1871.)		—	100	....
Dec. 31, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771.393	1,475,538	1,500,000	562,326	—	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)			—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)		6	50	80
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,165,895	*	188 971	222.368	1,969,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	40
Sept. 30 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809	1,334,751	270,491	4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610 277	365,965	1,871,637	635,308	8	100	103
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	86	Eastern Kentucky	Kentucky.		(No info	rmation	furnishe	d.)			—	28.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	—	—	—	Eastern Shore ¶	Maryland.	875,000	*	.....	.....	295,000	580,000	.....	—	40.0	(N	o stateme	nt furnish	ed.)		—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,000	2,982,000	374,475	—	—		(Complet	d in 1871 a	nd 1872.)		—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796 854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	4.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	.....	5	50	54
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842.740	*	.....	.....	86,536,910	26,398,800	—	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	59½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,854	*	.....	.....	134,600	—	40,000	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	.....	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5 177,000	*	.....	.....	2 000,000	3,177,000	.....	—	101.7	713,767	230,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶	Maine.	5,463,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	184,752	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,544,254	1,154,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	—	98.0		(No retur	ns furnish	ed.)		—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	—	—		(Recently	completed	.)		—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,136	—	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased	to Pbg. an	d Connell	sville.)		7½	50	....
Sept. 30, 1871	50.0	43.0	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	560,000	521,002	.....	817,680	177,000	98,824	41,740	93.8	666,657	1,795,222	.....	1,327,341	316,738	8	100	131
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)	17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. &	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Way	ne Jackson & Bag.)				—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	109,707	—	—	(Oper. by Boston,	Clinton & Fitchburg.)				—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,546	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—		(Recently	opened.)			—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492,000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,682	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lackawanna & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas		(No statement furnished.)								18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wabash & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wabash & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	39½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	....	....	....	....	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated in N. Y., N.Haven and Hartford R. R.)										
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	.....	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	21
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	107½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette.Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	....	....	....	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,784	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	126,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11.380	—	82,617	34,292	1,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898.320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased to Lake Shore & Michigan Central.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0						—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,082	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....		(Recently opened.)				—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000.000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	.....	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,669	1,943,162	3,725,425	14,797,975	4,884,369	8	100	94½
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	.....	.....	—		(Recently opened.)				—	100	....
Aug. 31, 1871	166.0	—	2.6	—	20	13	7	165	Lake Superior and Mississippi.....Minn.	7,081,969	*	—	—	5,125,000	7,700,000	—	—	211.0	.....	.....	.....	429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170	—	.....	14,682	285,050	355,000	.....	8,290	—	(Leased to Pittsb., Ft. W. & Chicago.)				56,618	7	50	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,031,959	*			5,128,000	7,700,000			211.0	(Leased	to Pittsb.,	Ft. W.& C	hicago.)	429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170			14,682	285,050	355,000		8,290	—	(Leased	to Pacific	of Mo.at 4	5 p.c.—m	591,210	56,618	7	50	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,100,000				600,000	500,000			21.5	376,806	106,010	84,945		147,099	$42,000)	—	100	....
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv..Kansas.	5,115,539	587,550	5,790,078	354,207	5,720,000	5,720,000	408,367		177.1		867,271	1,573,748	5,290,725	1,828,695	10	50	123	....
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley.....Pennsylvania.	14,501,805	4,728,925			18,158,600	9,219,000	645,142		235.2	3						—	100	....
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami .....Ohio	5,671,900	*			4,107,900	1,564,000			196.0				1,777,722	517,919	8	100	....
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.		*			6,000,000	8,500,000			....		(Under	construct	ion.)			—	100	....
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,416,158				2,646,100	771,500			38.8	(Lea	to Phila. &	Reading.)				7	50	93
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown.....Pennsylvania.	115,616				34,850	40,000	686		9.5	sed	4,703	15,635	70,546	1,816	—	50	....
Mar. 31 1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn...Indiana.	3,000,000	*			1,500,000	1,500,000			....	(Recentl	y opened	—No retu	rns.)			—	100	....
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley.....Canada.	947,349	80,579	36,323	19,294	442,240	490,405	150,866		24.5	48,419	44,427	23,831	43,002	12,709	—	100	....
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island.....New York.	5,016,402	*			3,000,000	1,500,000	180,000		158.0				830,661	261,860	3	50	75	....
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River.....Mo.	5,735,914				4,198,582	4,300,000			—		(Leased to	Chicago a	nd Alton.)			—	100	....
Jan. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington.Ky.	7,218,782	*	281,966	181,948	2,474,483	3,475,000	1,523,496	239,667	172.7	748,783	446,977	209,187	995,426	254,684	—	100	....
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville.....Ky.	13,964,388	*	5,424,969	298,979	8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	3,153,007	1,054,635	7	100	78	....
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago...Ind.					3,000,000				288.0		227,340	174,577	787,311	148,171	—	100	....
Sept 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence.....Massachusetts.	363,500	*		17,342	200,000	66,700	11,164	102,636	12.3		(Leased to	Boston an	d Lowell.	29,688	6	100	97½	....
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L. Ind.& Ill.	1,057,495	*	115,500	64,593	1,168,153		68,732	703	10.0		(Under	construct	ion.)			—	100	....
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000				600,000				20.8	(Leased	to Summit	Branch.)		62,500	11½	20	....
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta.....Georgia.	2,401,900				1,631,900	770,000			78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	....
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.....Georgia.	7,250,000	*			3,500,000	3,750,000			197.5		(Not repo	rted—Sma	ll.)			—	100	....
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western.....Georgia.	2,500,000	*			2,500,000	150,000			199.0				674,921	266,849	10	100	....
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶.....Maine.	11,445,534	*	299,905	224,362	4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	55	....
Mar. 31, 1871	22.4	3.6	3.2	—	....	....	....	....	Manchester and Lawrence...N.H.& Mass.	1,000,000	*	72,124	34,736	1,000,000		15,297	91,563	22.4		(Operated	by Concor	d.)	101,392	10	100	136	....
ept. 30, 1871	23.0	—	1.5	—	—	—	—	—	Mansfield and Framingham.....Mass.	715,162		14,889	444	290,000	300,000	190,916		23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,209	—	100	....
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati.....Ohio.	23,835,215	*	1,222,738		13,980,080	8,844,447	2,233,426		283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	....
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg.....Ohio.		*			1,235,000	1,500,000			—	(Will be	completed	100 miles	in 1872.)			—	100	....
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶...Md. and Del.	1,500,000	*			500,000	1,000,000			54.0		(No retur	ns obtaine	d.)			—	100	....
Jun. 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley .....Canada.	800,000				400,000	400,000			33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	84½	....
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington.....Kentucky.		*				700,000			49.5	(Recentl	y opened	—No retu	rns.)			—	100	....
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.Tenn., Miss. & Ala.	8,753,559	*	1,157,068		5,312,725	4,157,387	469,855		308.0	801,661	313,017		1,417,441	218,435	—	100	25	....
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	115	Memphis, Clarksv. and Louisv. ¶..Tenn.		(Owned	and oper.	by Loui	sville and	Nashvill	e.)		82.6	352,636			462,571	12,398	—	100	....
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	95	Memphis and Little Rock.....Arkansas.						2,700,000			131.0	(No ret	urns—ope	ned April	12, 1871.)			—	100	....
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,574,289	*			1,074,289	3,500,000			130.7	497,646	210,189		924,207	205,747	—	100	....
Dec. 31, 1871	4.7	—	—	51.8	—	—	—	—	Mercer and Somerset .....New Jersey.	506,443				265,625		55,000		4.7	(Leased	to United	Companie	s.)			—	100	....
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers..New Hamp.	698,258	*			800,000	250,000	424,000		27.0				73,489	25,899	7	100	....	....
Dec. 31, 1871	20.0	—	....	136.0	....	....	....	....	Michigan Air Line (E. D.)...Mich. & Ind.						225,000			20.0	(W.Div.	owned by	Michigan	Central.)			—	100	....
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central.....Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,197	17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	95½	....
Dec. 31, 1871	67.0	—	3.3	—	4	[illegible]	2	19	Michigan Lake Shore.....Michigan.	1,250,000	*			450,000	800,000			67.0	(Recentl	y opened	—No retu	rns.)			—	50	....
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton.....Mass.	114,921	30'084	1,297	6,063	148,075		9,691	24,598	85.4	21,350	351,598	31,786	35,043	6,981	4	100	....	....
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford....New York.	159,618				121,420	68,500			—	(Leased	to N. Y.&	Oswego M	idland.)			—	100	....
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	350,476				121,730	225,000	64,800		13 0	23,870	29,521	15,550	48,681	18,862	—	100	....	....
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada.....Canada.	2,390,476	244,400	143,595	46,654	835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	....	....
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific .....Nebraska.	2,600,000	*			1,500,000	1,100,000			58.0	(Recentl	y opened	—No retu	rns.)			—	100	....
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County.....Penn.	254,115				65,426	118,500			12.5		(Leased to	Pennsylva	nia.)			—	25	....
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul .....Wisconsin.	39,700,789	*	1,889,996	1,591,579	22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,684,939	849,631	1,463,155	6,690,695	2,840,341	—	100	52½	....
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern.....Wisconsin.	1,320,000	*			510,000	18,000p.m			45.0	(Recentl	y opened	—No retu	rns.)			—	100	....
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957				3,850,450				—	(Leased	to Phila.&	Reading.)			8	50	103	....
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point.....Wisconsin.	1,520,000	*			1,200,000	320,000			41.0		(No retur	ns furnish	ed.)			—	100	....
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western.....Minn.	1,640,000				770,000	1,000,000			38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	....	....
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central.....Miss. & Tenn.		*				4,557,980			237.0				1,268,981	loss.	—	100	....	....
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee..Miss. & Tenn.	2,011,197	185,833			825,407	2,196,547	380,439		100.0	245,025			486,071	227,112	—	100	....	....
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western..Mo.&Io.	1,600,000	*			800,000	880,000			—	(Recentl	y opened	—No retu	rns.)			—	100	....	....
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska..Mo. & Io.	1,500,000	*			1,500,000				62.0	(Recentl	y opened	—No retu	rns.)			—	100	....	....
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas..Mo. & Kan.	24,636,000	*			12,045,000	12,491,000			463.0		(No infor	mation.)				—	100	36	....
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.Kansas.	12,900,000	*			5,950,000	6,950,000			161.0				683,882	258,902	—	100	....	....
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk...Ala.	838,003				250,000	564,398	3,606		—	(Operat	ed by Mob	ile and Oh	io.)			—	100	....	....
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*.....Alabama.	2,109,718	*	14,465	10,556	1,278,377	711,000	126,145		87.0	100,735	48,778		201,935	22,746	—	100	....	....
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery.....Alabama.	5,490,416	624,590	66,000	219,340	2,034,800	2,596,500	769,046		164.0				667,539	150,124	—	100	....	....
Dec. 31, 1871	472.0	45.6	42.3	—	116	....	....	....	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341	4,428,036	10,760,674	1,482,116	1,770,536	517.6	1,432,823	385,300	333,638	2,739,448	845,280	—	100	....	....
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack.....Mass. & N. Hamp.	352,855	*			197,500	99,825			....	(Recentl	y complet	ed—No re	turns.)			—	100	....	....
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair.....New Jersey.	3,000,000	*			700,000	2,300,000			—	(Leased	to N. Y.&	Oswego M	idland.)			—	100	....	....
ept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York.	288,931				150,315	177,000			10.3		(Leased to	Erie.)		25,000	7	100	....	....
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala.....Alabama.									80.0		(No infor	mation.)				—	100	....	....
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis....New York.	1,054,956		53,329		418,500	650,000	39,786		23.8	15,207	22,290	11,329	26,807	11,244	—	100	....	....
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex .....New Jersey.	25,360,240				13,698,250	11,614,000			118.0				2,987,211	668,914	7	100	92	....
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell....N. Hamp. & Mass.	741,875	113,406	135,759		800,000		64,325	126,715	43.2	299,980	794,297	246,558	544,613	102,415	10	100	137½	....
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶..Tennessee.	5,196,256	*	1,100,241	226,166	1,896,935	1,964,000	2,662,228		173.0	902,859	202,709	276,761	1,446,133	396,442	—	100	58	....
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶...Tenn. and Ala.	3,937,619	433,218	555,018	55,936	1,511,807	2,624,000	518,864	237,120	132.5	294,079	98,985	49,428	425,215	144,942	—	100	42	....
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern¶.Tenn. & Ky.		(Sold to	Nashvill	e and C	hattanoo	ga.)			172.5	544,211		59,145	444,389	257,542	—	100	....	....
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck .....Connecticut.	2,041,451	*	137,513	121,130	1,872,400	112,500	28,913	286,290	61.5	217,452	334,121	183,247	624,762	240,499	10	100	....	....
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,367,285				977,150	600,000	789,735		—	(Leased	by New J	ersey Cen	Central.)		7	50	....	....
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville..Ohio.	1,500,000				700,000	800,000			—	(Leased	to Balt. &	Ohio at 30	p. c.)			—	100	....	....
ept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton.....Mass.	760,000	*	23,008	71,261	500,000	171,500	30,083	152,686	36.2	128,370	325,136	130,095	258,418	52,559	8	100	150	....
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada....N.Bruns.	2,500,000	*				972,000			126.0		28,005	97,443	144,439	57,128	—	100	....	....
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan .....Conn.	245,983	*			163,905	75,756	5,689		....							—	100	....	....
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	730,249				600,000	93,300	2,000		14.9	(Leased	to Pitts., F	t. Wayne	and Chic	ago.)	10	50	....	....
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby.....Conn.	949,000	*			424,000	525,000			13.3		(Opened	August 18	71.)			—	100	....	....
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic. Conn.		(Unfini	shed.)		3,000,000	4,500,000			23.0			8,044				—	100	....	....
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.Conn. & Mass.	3,011,206	553,984	172,563	263,632	2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	546,209	150,515	—	100	....	....
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey.....New Jersey.	9,458,328	*			7,295,200	400,000			33.0	(Include	d in Unite	d Compan	ies.)		10	100	121	....
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland.....New Jersey.	6,500,000	*			2,000,000	4,500,000			68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	....	....
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern.....New Jersey.		*	1,106,000		4,000,000	2,870,000			115.5	257,021	334,921	87,313	403,227	165,005	—	100	27	....
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern..Conn. and Mass.	1,530,331	*	230,671	4,997	1,003,500	699,000		63,499	115.6	370,953	457,263	222,390	505,355	132 998	8	100	....	....
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North.¶.L. & M.					4,200,000	9,500,000	1,000,000		206.0				1,669,777	404,685	—	100	....	....
Dec. 31, 1871	313.0	—	....	535 0	....	....	....	....	N. O. Mobile and Texas....Ala. & Nash.									200.0						—	100	....	....
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River.N.Y.	60,413,657	*			89,428,330	15,231,719	1,167		844.5	10,631 797			21,972,105	8,269,816	8	100	165½	....
Sept. 30 1871	120.7	21.2	45.5	—	39	85	36	725	New York and Harlem.....New York.	13,305,080	1,592,481	1,678,768		8,500,000	6,717,725			156.9	862,174	1,682,500	323,409	2,698,763	929,088	8	100	132½	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North. N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,966	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac.....New York.	229,110	—	—	—	135,200	—	74,700	—	7.0		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	135½
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	New York and Oswego Midland....N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	...	Niagara Bridge and Canandaigua. N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent. & H	ar. R.)	60,000	6	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	Niles and New Lisbon .....Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North Carolina ¶.....North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Dec. 31, 1871	72.0	—	3.6	116.0	...	...	...	...	North-Eastern ¶ .....South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accou	nts.)			—	100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	North Pennsylvania.....Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	98
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern, of Canada.....Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern Central ¶.....Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	74
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Hampshire ..New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	105
Dec. 31, 1871	278.0	—	....	1,700.0	...	...	...	...	Northern New Jersey.....N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—		(Leased to	Erie Com	pany.)		8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Northern Pacific.....Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m	.....	—	278.0		(No acc	essible ret	urns.)		—	100	....
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	306	Norwich and Worcester ¶. Conn. & Mass.	2,846,180	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	131
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Nova Scotia.....Nova Scotia.	6,942,765	*	.....	—	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	18	Ogdensburg and Lake Champlain...N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	60
Dec. 31, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ogden Mine.....New Jersey.	452,994	*	—	34,259	450,000	—	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	95.0	3.5	43.0	—	32	19	5	314	Ohio and Mississippi ....Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,800	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	40
Oct. 31, 1871	130.5	15.3	48.4	—	40	76	20	274	Oil Creek and Allegheny River.....Penn	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	53½
Sept. 30, 1871	5.0	4.0	2.7	—	...	...	...	—	Old Colony and Newport..Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	110½
Dec. 31, 1871	200.6	10.0	9.0	—	27	19	11	346	Orange and Newark.....New Jersey.	808,022	59,000	.....	—	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	25.0	—	1.2	16.0	—	—	—	—	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Rome.....New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Oswego and Syracuse ... .New York.	1,269,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	Owensboro and Russellville...Kentucky.	(U der	construc	tion.)	—	1,500,000	1,500,000	—	—	21.0		(Opened	April 17, 1	871.)		—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	*Pacific* of Missouri ¶.....Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	47
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Padu ah and Gulf .....Kentucky.	(Under	construc	tion.)	—	2,425,000	1,071,000	.....	—	63.5		(No return	s furnishe	d.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Painesville and Youngstown.....Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under	constructi	on.)	.....	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Panama.....New Granada.	9,500,000	*	—	—	7,000,000	2,993,177	—	—	47.5		(No	returns.)			—	100	115½
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Pares and Decatur.....Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0		(Construc	tion in pro	gress.)	245.662	5	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Hudson.....New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5		(Leased t	o Eric.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Jan. 31, 1872	67.8	—	3.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1		(Leased t	o Erie.)		29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and Hightstown....N Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New J	ersey Sout	hern.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Peninsular.....Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recently	o ened	—No retu	rns.)		—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania .....Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	110
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	240½
Nov. 30, 1871	104.6	6.9	26.0	—	11	2	—	1,089	Pennsylvania and Delaware.....Penn.	251,098	—	.....	.....	132,412	700,000	100,000	—	—		(To be co	mpleted in	1872.)		—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Pennsylvania and N. York. N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	160	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	—	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	91.6	—	8.0	—	7	8	—	180	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Peoria and Rock Island.....Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Petersburg ¶.....Virginia.	1,719,113	*	—	63,753	1,342,200	558,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Balt. Cent. Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Philadelphia and Erie ¶....Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	50
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Phila., Germantown and Norristown..Pa.	1,146,528	368,262	.....	.....	2,231,900	—	.....	.....	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	174½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading..Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,813	5,006,940	10	50	111½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia and Trenton..Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	121½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Philadelphia, Wilm. and Baltimore. Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	109
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pickering Valley.....Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	18,000,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Oct. 31, 1871	149.6	1.0	24.6	—	30	24	9	180	Pithole Valley.....Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg and Connellsville ¶.....Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsburg, Ft. W. and Chic..P., O., J. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Port Huron and Lake Michigan.....Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Ogdensburg....Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....		(Not in ru	nning ord	er.)		—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	—	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland and Rochester.....Me. & N. H.	1,664,882	*	25,000	49,819	651,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1872	50.0	—	....	60.0	2	...	...	...	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000	—	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	126
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—		(Not in op	eration at	date.)		—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	91½
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Poughkeepsie and Eastern....New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....
Sept. 30, 1871	43.4	1.9	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	132½
										1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
																						48,000	8,000		100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	103
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,213,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)			—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	93	Rockford, Rock Island and St. Louis..Ill.	1,000,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	—	—	20.0	(No retur	ns furnish	ed.)			—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	87
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	15	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)		—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	(No retur	ns furnish	ed.)			—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	914	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alte	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern.Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 20,	1871—No	returns.)		—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & S	t. Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	1[illegible].9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	1½	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,059	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,813	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	—	157.0	(No report	furnishe	d.)			—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	166,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,448	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,825	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	—	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	—	4,000,000	4,000,000	—	—	....	(Recent	ly opened	—No retu	rns.)		—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western.O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	72½
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	123	193	40	1,325	United Companies of New Jersey.N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,815,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	—	—	—	—	(Leased	to Vermo	nt Central	.)		8	100	70
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,074	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	80
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., L	acka. and	Western.)		7	100	83
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	134.0	—	13.8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgi	a.)	.....	306,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Penny	lvania.)			—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,524,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,069	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta.N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	82,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.9	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,631,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	—	—	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	166.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	114½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	78½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,891,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,806,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,458,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	651,420	637,811	60c	50	13
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,686,310	270,505	—	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)				—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1⅞ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness......per ton	51 — @ 52 —
Gartsherrie	47 75 @ 48 —
Glengarnock	46 — @ 47 —
Eglinton	45 — @ 46 —
Pig, American, No. 1	45 — @ 47 —
Pig, American, No. 2	42 — @ 44 —
Pig, American, Forge	35 — @ 37 —
Bar, Refined, English and American	— — @ — —
Bar, Swedes, assorted sizes......(gold).	— — @137 50
	—STORE PRICES.—
Bar, Swedes, 1½ x⅜ &½ 1½x ⅜ to ⅜&⅜ sq. 1½ to 5x⅜ to ⅜ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½	175 — @185 —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in.	92 50 @ 95 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in.	97 50 @100 —
Bar Refined, 1 & 1½ by ¼ & 5-16	100 — @102 50
Large Rounds, 2½@2¾ to 3½ @4 in.	102 50 @117 50
Scroll	112 50 @145 —
Ovals and Half-round	120 — @140 —
Band, 1 to 6 in. by 3-16 to No. 12	110 — @112 50
Horse Shoe	120 — @122 50
Rods, ⅜@1-16 inch	97 50 @140 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14	120 — @170 —
Nail Rod......per lb.	— 9½@ — 9⅞
Sheet Russia, as to assortment......(gold)	— 17 @ — 18½
Sheet, Single, D. and T. Common	— 6 @ — 7
Sheet, Doubles and Trebles, Charcoal	— 7 @ — 8½
Sheet Galvanized	List 10 per ct. disc,
Rails, English......(gold)......per ton.	68 — @ 70 —
Rails, American, at Works in Penna..c'y.	— — @ 78 —
Anvils (Eagle)......per lb. currency.	— 9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 18½@ — 23
English Spring (2d and 1st quality)	— 9½@ — 10½
English Blister (2d and 1st quality)	— 14 @ — 18⅞
English Machinery	— - @ — 14½
English German (2d and 1st quality)	— 12½@ — 14½
American Blister	— — @ — 11½
American, Cast, Tool	— — @ — 17
American, Cast Spring	— — @ — 11
American Machinery	— 11½@ — 12
American German Spring	— 9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common......per keg.	— — @ 4 75
8d. and 9d. "	— — @ 5 —
6d. and 7d. "	— — @ 5 25
4d. and 5d. "	— — @ 5 50
3d. "	— — @ 6 25
2d. and 3d. Fine	— — @ 7 —
Cut Spikes, all sizes	— — @ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca......(gold).per lb.	— — @ — 35	
Straits......(gold).	— 31½@ — 33	
English......(gold).	— 29½@ — 30	
Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	11 — @11 37½	13 — @ 13 25
I. C. Coke	8 75 @ 9 25	10 50 @ 11 —
Coke Terne	7 75 @ 8 75	9 25 @ 10 25
Charcoal Terne	9 75 @10 25	11 50 @ 12 25

PETROLEUM—DUTY; Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 7⅛@ — 7⅞
Crude 40@47 gravity (in shipping order)	— 12½@ — 12⅞
Refined, Standard White (in ship'g order).	— 17⅞@ — 17⅞
Refined, S. W. (in jobbing lots)	— 18 @ — 18½
Refined, S. W. (in tin)	— 23½@ — 25
Naptha, Refined (65@73 gravity)	— 9½@ — 10
Residuum....(in shipping order).per gall.	— 10 @ — 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 38
Copper, Bolts	— — @— 40
Copper, Braziers' (over 16 oz.)	— — @— 40
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @— 27
Copper, American Ingot	— — @— 27½
Copper, English Pig	— — @— —
Yellow Metal, New Sheathing & Bronze	— — @— 27
Yellow Metal, Bolts	— — @— 32
Yellow Metal, Nails, Sheathing & Slating	— 27 @— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary......(gold) per 100 lb.	6 50 @ 6 62½
German Ordinary......(gold)	6 50 @ 6 62½
English......(gold)	6 62½@ 7 —
Bar	— — @ 9 25
Pipe	— — @10 50
Sheet	— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe	16½c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe	16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	16 — @18 —
Liverpool House Cannel	— — @22 —
Anthracite (by cargo) ... per ton of 2,000 lb.	5 25 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Boston, Hart. & Erie	....	2⅞	....	2⅞	2⅞	....
Canton Co.	....	....	....	101½	102½	102
Central Pacific 6s	....	100⅞	100⅞	100⅝	100½	....
Central of N. Jersey	102⅜	102	101⅞	102½	....	103
Chicago & Alton	....	....	....	....	108⅞	....
.. pref.	....	....	....	....	....	....
.. 1 M	....	....	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	101½	....	....	105
.. 8s, 1883	....	110	....	....	....	....
Chic. & Northwestern	71	6 ⅞	69⅞	69½	69¼	69¼
.. pref.	....	....	83½	....	85¼	83
.. 1st M.	....	....	....	102	....	....
.. S. F.	....	....	....	....	....	....
.. Consol.	92½	....	92½	....	....	93½
Chic., Rock Isl. & Pac.	110⅞	110½	110⅞	110⅞	110⅞	110⅞
Chi, R. I. & Pa. 7s, 1896	....	....	....	102⅞	....	....
Clev., Col., C. and Ind.	....	....	87½	....	89	88½
Clev. & Pittsburg guar.	88⅞	89	89	89¼	. ..	88¼
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
.. 4 M.	....	85¼	....	....	....	85
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	32⅞	31⅞	31⅞	33⅞	32½	31⅞
.. 1 M.	....	88⅝	....	88⅞	89	....
.. 2 M.	....	72	72	....	....	....
Del. & Hudson Canal	....	115	....	114⅞	114⅞	....
Del. Lack. & Western	100⅞	100⅞	100¼	100¼	100¼	100⅝
.. 1 M. 7s	104	....	....	....	....	....
.. 2 M 7s	....	....	....	....	....	....
Erie Railway	62⅞	61¼	59⅞	58¼	60¼	59⅞
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1897	....	....	....	....	....	....
.. 2 M. 7s, 1879	....	....	....	103½	....	....
.. 3 M. 7s, 1883	....	....	....	101⅞	101⅞	101⅞
.. 4 M. 7s, 1880	99½	99	....	....	....	....
.. 5 M. 7s, 1888	....	....	....	....	....	....
.. 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	88	....	87½
Hannibal & St. Joseph.	38½	38⅞	....	40	40¼	39⅞
.. pref.	....	....	....	....	....	....
.. 8s, conv.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	105
.. 2 M. S. F.	....	....	....	....	....	....
.. 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	106½	....	107½	....
.. 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	93⅞	93⅞	93⅞	91⅜	94⅞
Lake Shore Div. bonds.	95½	95½	96	....	97	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
Michigan Central	95	....	94⅞	....	94	....
.. S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I, 1 M. S. F.	....	....	....	....	....	....
.. 2 M.	99½	....	98⅞	99½	....	....
Mariposa Mining Co.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
Milw. and St. Paul	52	51½	51½	52½	52½	52½
.. pref.	73⅞	73⅛	....	74⅞	....	....
.. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 8s.	....	....	....	....	....	....
.. 7 3-10s con.	....	....	....	....	....	....
.. 7s, gold	....	....	....	....	....	....
Missouri 6s	93½	93⅞	93½	93½	....	93½
.. H. & St. J. iss.	....	....	....	....	....	92
Morris and Essex	92½	92⅞	92½	92½	....	92
.. 1st mort.	....	....	....	....	105	....
.. 2d mort.	103	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	104½	104¼	104¼	104⅞	104	105⅞
.. 7s, S.F. 1876	....	....	....	....	....	103½
.. 6s. S.F. 1883	....	....	....	....	94	....
.. 6s, S.F. 1887	....	92⅞	....	....	....	....
N. York and Harlem	129½	129½	133⅞	133⅞	129	132⅞
.. pref.	....	....	133	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. York. N. Hav. & Hart.	....	....	....	....	....	....
N. Carolina 6s. old	....	....	....	....	28	....
.. new	....	....	....	10	....	....
Ohio and Miss.	39⅞	39½	39⅞	39⅞	41	40
.. pref.	....	....	....	....	....	....
.. 2d M.	....	....	....	85	84⅞	85
Pacific Mail S. S. Co.	38¼	38⅞	38½	38	37⅞	37⅛
Panama	115	115⅞	....	....	115⅞	115⅞
Pitts., Ft. W. & Chi. gtd.	93½	93½	....	93½	....	....
.. 1 M.	....	....	....	....	....	....
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	39	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1 M.	....	....	....	....	....	....
.. 2 M. pref.	90½	....	....	....	....	....
.. Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	81	....	81½	81	....
.. new	80⅞	81	81½	81½	81	81
Tol., Wab. & Western.	71⅞	71⅞	71⅞	72½	72	72½
.. pref.	....	85	....	....	....	....
.. 1 M.	99	98½	....	99	....	....
.. 2 M.	....	....	....	....	....	....
.. Equipment	....	....	....	....	88	....
.. St. Lou. Div.	....	93	....	....	....	....
Union Pacific	28½	27⅞	27⅞	27⅞	29½	28⅞
.. 1st mort.	81⅞	82	82	82	82	82½
.. L. Gt. 7s	70½	....	....	....	70⅞	72
.. Inc. 10s	59½	....	....	....	60	60
Virginia 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	50	....
.. consol.	53	....	....	....	....	....
.. def. cert.	....	....	....	....	11	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 30.

FEDERAL STOCKS:—	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	115	....	....	114⅞	....
U. S. 5s, 10-40s, coup.	115⅞	115¼	115⅛	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	115⅞
U. S. 6s, 1881, reg.	118¼	....	118⅞	....	....	118⅞
U. S. 6s, 1881, coup.	....	120	120	119⅞	120	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	116⅞	....	117½
U. S. 6s, 5-20s, reg. '64	117	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117⅞	....	....	....	116½	117½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	119¼	118	119	....	119⅞	119¼
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	117⅞	....	....	....	117⅞	117⅞
U. S. 6s, 5-20s, reg. '67	116⅞	. ..	....	....	116⅞	....
U. S. 6s, 5-20s, c. 1867	119	....	118⅞	....	119	119
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	117⅞
U. S. 6s, 5-20s, c. '68	....	....	....	....	118⅞	118⅞
U. S. 6s, Pac. RR. issue	114⅞	....	....	114¼	114¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Catawissa preferred	43	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	96⅞	....	....	97	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	....	....	39	39½	39½	39½
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.	91½	91	91	90⅞	....	90⅞
.. R. R. L.	....	....	....	....	....	....
.. Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	61½	61	61	61	61	61½
.. 6s new coup	....	....	....	....	95½	....
.. 6s new reg.	....	97	97	....	....	....
Little Schuylkill R.R.	....	46½	....	....	46½	46½
.. 7s	....	....	....	....	....	....
Minehill	....	51½	51½	....	....	51½
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	100½	....	101½	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	27	27½	27	26⅞	....	....
.. 7s	....	....	....	....	....	....
Pennsylvania R. R.	54½	54½	54⅞	54⅞	54⅞	55
.. 1st M.	....	....	....	....	....	101
.. 2d M.	99⅞	99½	....	....	....	100
.. Gen. mort.	....	....	....	....	....	91
.. .. reg.	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	102
.. 6s, 3d series	....	106	....	....	....	....
Philadelphia City, 6s	....	97½	....	97½	97½	97⅞
.. new	101	100⅞	100⅞	100⅞	101	101½
Philad., Germ. & Nor.	....	....	87	....	87	87½
Phila. & Reading	55⅞	55¼	55½	55½	55½	55⅞
Philadelphia and Erie	24⅞	....	....	25	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	91	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	12½
.. 6s, 1882	73	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	121½	122	122	122	....	122½
Hestonville, (Horse)	....	....	18⅞	....	....	....
Chestnut & Wal. ..	......	....	....	....	....	....
Green & Coates ..	......	....	....	....	....	....
2d and 3d streets ..	......	....	....	....	....	....
Spruce and Pine ..	......	....	....	....	....	....
13th and 15th sts. ..	......	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 29.

	W.23.	Th.24.	F.25	Sat.26.	M.28.	Tu.29
Baltimore City 6s, 1875	....	99⅞	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	99	99	99	99	99	99
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	. ..	98½	98	....	98
Marietta & Cin. 1st M.	....	....	....	....	104	104⅛
.. 2d M.	91⅞	....	....	91½	91½	91½
.. 3d M. 8s	81⅞	....	81½	81½	....	81½
Northern Central	....	....	37	....	....	....
.. bonds, 1885.	90⅞	90⅞	....	....	90½	....
.. .. 1900.	88	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	93⅞	....	....	94	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	53½	....	....	53½	53	53½
.. Defer. Certif.	....	....	....	11⅞	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 30.

	Th.24.	F 25.	Sat.26.	M.28.	T'u.29.	W.30
Boston and Albany ...	145¼	145¾	....	....	144¾	144¾
Boston and Lowell.....	....	....	....	....	....	....
Boston and Maine.....	119¼	119¼	....	119¼	119	....
Boston and Providence.....	....	....	....	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
.. 7s, new	33¼	33¾	....	....	....	34¾
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy...100	....	....	....	....	104	104
Concord.....	....	....	....	....	....	82½
Connecticut River.....	....	....	....	....	....	....
Eastern.....	....	....	....	....	102½	103
Fitchburg.....131	....	131½	131	....	....	....
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central..... 94½	95	....	95	95½	....	
Northern, N. H.....105½	....	....	105	....	....	
Ogdens. & Lake Champ....	60½	....	60	....	....	
.. pref.....	....	99	....	....	....	
Old Colony 110¾	....	....	....	....	110½	
Ph., Wil. & Baltimore.. 55	54¾	54¾	54¾	54½	54½	
Portl'd, Saco & Ports.....	....	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s.....	81½	....	....	....	....	
" Land Grant 7s....	....	....	....	....	....	
" Income 10s.....	....	....	....	....	....	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass.....	....	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	101½	102	....	....	
Metropolitan	....	....	....	59	....	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls 22	....	....	22¾	....	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	....	
Pewabic	....	....	....	....	....	
Quincy	40½	....	41	....	....	

London Stock Exchange.

	—Closing Prices.— July 11.	July 18.
Atlantic & Gt. W. 1st mort., $1,000..	74 — 76	73 — 75
Do. 2d mort., $1,000.....	66 — 68	65 — 67
Do. Con. mort. B'nds Bisch's Cert.	43 — 45	41 — 43
Do. Reorg. Scrip.....	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds....	90 — 91	89 — 91
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	— — —	— — —
Erie shares 100 dol. all paid.... .-...	47 — 47½	45½— 45¾
Do. 6 per cent Convertible Bonds..	96½— 97½	96½— 97½
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	94 — 95	94 — 95
Illinois Central $100 shares all paid..	86 — 88	80 — 82
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds.	86 — 89	86 — 89
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	78 — 82	78 — 82
Panama General mort.....	91 — 93	93 — 95
Pennsylvania, 2d mort.....	99 —101	99 —101
Do. General mort.....	96½— 97½	96½— 97½
Do. $50 shares.....	42½— 43½	42½— 43½
Philadelphia and Erie 1st mort.....	97 — 98	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, August 2, 1873.

Stock Exchange and Money Market.

Money has been in unusually liberal supply all through the week, and rates have been working very easily for all responsible borrowers. Call loans have been quoted at from 3@4 per cent, as the rule, with offerings at these figures largely in excess of the requirements of the leading street firms. Choice to very good discounts have been quoted from 5½@7½ per cent per annum, with the better grades of commercial paper in very good request at the current rates. Short time loans to the Stock Exchange houses have been offered quite freely at from 4@6 per cent per annum. The city banks, in their latest weekly statement, exhibited more than the customary steadiness near the close of July. The Gold Notes average is off about a million of dollars, and the Greenbacks are up a corresponding amount. The general line of deposits is slightly lower, as well as the loans and discounts. The surplus of Gold Notes and Greenbacks over the required 25 per cent to deposits and circulation is $14,610,000, against $14,274,000 last week. The city banks last week reported a loss of over a million in their deposit line, with a gain of over a million in their legal tender, and a decrease of more than a million in their specie reserves. They reduced their loan and discount averages nearly half a million, and their circulation slightly.

The city banks gained slightly on their obligatory reserve, the last statement showing that they had $14,610,450 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance slightly; and augmented its currency reserve nearly a million. Its currency reserves at the close of the week were $28,182,099; and its coin board, $40,615,433.

The clearances of the city banks averaged through the week about 91¼ millions a day, and amounted in the aggregate, for the whole week, to $547,225,952, as against $527,666,746 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $943,446 and reduced its coin reserve $85,210 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $31,249,300, against $28,498,700 same time last year. The city bank deposits are now $239,118,300 against $245,062,700, week ending July 27, 1872. The legal tender reserve amounts to $49,957,000, against $53,751,900 same time last year. The circulation now stands at $27,225,100 against $27,350 000 same time last year. The loans are now $289,389,100 against $295,136,900 at this date last year.

The coin reserve of the city banks is now a little over 31¼ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is nearly 50 millions against about 34⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 239⅛ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, $7,536,280. The customs at the port of New York, for the week, were $2,811,420, and at the outports, about $775,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $3,569,896 of currency, and $4,433,379 of gold, the latter including $2,395,000 from customs; and disbursed $2,626,449 of currency and $4,518,589 of gold, the latter embracing $841,000 of coin interest.

The Gold speculation has been moderately active, and the operators for a rise have been more decided in their efforts to work up the price, though, in the face of a weaker range in the foreign exchanges, their success has not been very encouraging, the later dealings showing less firmness. The customs call has been moderate, and the export drain light. The range of the price during the week has been from 115⅜@116⅛, and the quotation on Wednesday was 115⅞ against 115⅞ on Wednesday of the preceding week. The specie outflow last week, was $624,839. The Gold Exchange Bank clearances have averaged about 46⅝ millions per day during the week.

The customs demand for Gold last week, averaged $399,120 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $16.105 and thus far in 1873, have been $2,081,190, against $2,739,453 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $72,078,400 against $83,080,584 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873 $47,122,524, against $52,972,890 during the same time in 1872.

The export drain of specie was $624,839 last week, against $4,376,713 same week preceding year. The shipments since January 1, 1873, have been $37,194,727 against $52,630,994 during the same portion of 1872.

Foreign Exchange has been lower and irregular, on more liberal offerings, in part from second hands. The demand has been moderate at the reduced figures. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, at 109½@109¾. The week's exports of Domestic Produce have been to the currency value of $5,764,223.

Government securities have been in very light supply and held with much firmness, with a good demand noted.

U. S. sixes of 1881 closed on Wednesday of this week at 119¾@120; U. S. Five-Twenties of 1862, 117¼@117½; U. S. Five-Twenties of 1864 at 117⅝@117⅞; U. S. Five-Twenties of 1865 119¼@119½; U. S. Five-Twenties of 1865 consolidated 117⅝@117⅞; U. S. Five-Twenties of 1867, 118⅞@119; U. S. Five-Twenties of 1868, 118½@118¾; U. S. Ten-forties at 115½@115¾; U. S. Fives of 1881 (Funding Loan) 116@116⅛; Six per cent. currency Sixes from 114⅛@114⅜.

The Syndicate is represented as having made a final and satisfactory settlement with the Treasury Department, on account of the Five-Twenties called in, under the call of March 1.

The Railway and Miscellaneous share speculation has been quite active, with the Vanderbilt Stocks, Erie, and Western Union leading off, and prices showing decidedly more firmness.

State bonds have been in fair demand chiefly on investment account, at firmer rates.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 16.	July 23.	July 30.
Consols	92⅝	92¾	92½
U. S. 5-20s, 1865	93¾	93⅞	94¼
" 1867	93¼	93¾	94⅛
" 10-40s	90¾	91	91¼
New Fives of 1881..	*89⅞	90¼	90⅝
Erie	46½	46⅞	46½
Ill. Central....	*82	83	....

* Ex interest.

At the auction sale of Scranton Coal on Wednesday, 75,000 tons were disposed of at advanced figures, the range having been from $4 65@$5 42½, as against $4 42½@$5 32½ in June.

Railway Mortgage Loans have been more sought after at generally stronger prices for the favorites of the old issues. Central Pacific Sixes have been in quite active demand at from 100¼@100½ ex the July three per cent coupon. The Chesapeake and Ohio Seven per cent gold bonds have been in fair request at 90, and interest. Chesapeake and Ohio Sixes have been selling readily

at 88½ and interest. Western Pacific Sixes at 92½, ex the July coupon of three per cent. The Northern Pacific 7-30 Loan has been in good demand at par and interest.

General business has been more active. Prices of domestic produce have been unsettled; Breadstuffs, generally lower; Cotton steady; Provisions stronger. Middling upland Cotton left off tamely at 21c. per lb. The receipts at all the ports, since Sept. 1, have been 3,545,726 bales, against 2,668,757 bales same time in the preceding year; exports 2,597,616 bales against 1,920,500 bales in the previous year; stock at the ports at latest dates, 185,429 bales against 118,600 bales same date in 1871.

Metals have been moderately dealt in, as a rule. Copper has been decidedly more active and quoted stronger in price, with sales reported of 3,000,000 lbs. Lake at 27c.@27½c. for prompt, and 28c. for forward deliveries. Iron has been in comparatively fair demand, and quoted firm, with sales reported of 150 tons Scotch Pig, in lots, at $45 75 for Glengarnock, and $44 for Eglinton now quoted higher; 400 tons No. 2 American Pig at $44. We now quote: Eglinton Pig at $45; Glengarnock, at $46@$47; No. 1 American Pig at $45@$48; No. 2 do. at $43@$45; Wrought Scrap at $46@$48; English rails at $65@$68, gold; American Rails, at works, at $75@$80. Old Rails $50@52. Pig Lead has been inactive, with foreign quoted at 6⅝c., gold, for ordinary. Spelter has been very quiet at 7½c.@7⅝c., gold. Pig-tin has been in slack demand, with Straits quoted at 31½c.@31¾c., with English at 29c., and Banca, at 35c., gold. Sales, 5 tons English at 29c., gold. Tin Plates have been in fair request, but at easier rates, with sales reported of 500 boxes Charcoal Terne on private terms; 1,500 boxes Coke at $8 75, and 300 boxes Coke Terne at $8 50, gold. Charcoal Plates quoted here at $11 @$11 37½; Charcoal Terne, $9 75@$10 25; Coke Terne, $7 75@$8 50, gold, per box. Zinc dull and wholly nominal.

The public debt statement, to be issued on the first of August, will not report the full amount of new fives issued and five-twenties redeemed, for the reason that all bonds redeemed have to pass through the books of the Register, Auditor and Comptroller before being credited to the Treasurer of the United States, from whose books the debt statement is made out. This necessarily takes a great deal of time, and more than usual now that so many of the clerks are away on their summer leave of absence, thus reducing the clerical force, which, when full, is just sufficient for the ordinary current business; so that, although the Syndicate have received and paid for fifty millions of new fives, but little more than thirty millions can appear in the debt statement.

There has been more activiy in the line of foreign goods, and prices have shown more steadiness. The week's imports of foreign goods and merchandise amounted to $6,967,706 including $2,756,867 of dry goods.

Ocean freights have been moderately active, and rates have been generally steady, with the main inquiry for room, for Grain, Cotton, Cheese, Bacon, Tobacco, Petroleum, and Rosin.

At the Live Stock Markets, Beeves have been n moderate demand at from 8@13 cts. Veals at @9 cts.; Sheep at from 3¾@6¼ cts.; Spring Lambs 6½@10 cts.; Swine at 5¼@5¾ cts. per lb., all live weight. The week's receipts were 10,084 Beeves, 2,901 Veal Calves, 28,699 Sheep and Lambs, and 30,216 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Mil. and St. Paul 1st mort. Iowa div., 82; do. LaCross div., 90½; Cleveland, Columbus, Cincinnati and Indianapolis 1st mort., 103¾; New Jersey Southern 1st mort., 74¾; Buffalo, New York and Erie 1st mort., 93¼; Burlington, Cedar Rapids and Minnesota 1st mort., 88¼; Delaware and Hudson Canal reg. 7s, 1891, 102½; Detroit, Monroe and Toledo 1st mort., 100; Boston, Hartford and Erie 1st mort., 34½; Cleveland and Pittsburg consol. S. F. 95; Louisville and Nashville consol. 7s, 1898, 97; Lafayette, Bloomington and Mississippi 1st mort., 85½; Galena and Chicago 2d mort., 98; Gt. Western 1st mort. 1888, 98; West Pacific bonds, 92½; Lake Shore and Michigan Southern consol. 7s, coupon, 99½; Delaware, Lackawanna and Western 7s, conv., 101; Long Dock bonds, 96; Michigan Central 7s, 98¾; Nashville and Decatur 1st mort., 90½; Canada Southern 1st mort., 89¼; Cedar Falls and Minnesota 1st mort., 79½; New York and New Haven R. R. 6s, 101; Quincy and Toledo 1st mort., 91½; Clev., Paines. and Ash. 7s, 98½; Toledo, Peoria and Warsaw 2d mort., 76; St. Louis, Jacksonville and Chicago 1st mort., 93; Warren R. R. 83; Atlantic and Pacific pref., 27¼, Pacific R. R. of Mo., 47; Dubuque and Sioux City R. R., 58; Rome, Watertown and Ogdensburg R. R., 87; Western Union Telegraph, 92½; do. 7s, 99½; Adams Exp., 95; U. S. Exp., 69; Wells-Fargo Exp., 72; Am. Exp. 64; Quicksilver pref., 48; Consol Coal of Md., 55½; Maryland Coal, 24; N. Y. State 7s B. L. reg., 104¾; Arkansas 6s, Fund Act., 38; North Carolina 6s, Fund Act, 1866, 17; South Carolina 6s, new, Jan. and July, 15; Alabama 8s, 1893, 84⅜; do., 5s, 47½; Georgia 7s, new, 90; Louisiana 6s, 48¾; Brooklyn 6s, W. L., 93⅜; do. 7s, Park Loan, 102½.

Philadelphia.—Philadelphia and Reading pref., 55½; do. 7s, 1893, 104; do. 7s, new, conv., 102⅜; do. Gen'l mort. 7s, reg., 103; do. coupon, 101; do. deben. bonds, 78½; do. 6s, 1880, 96; Lehigh Valley 7s, 105; Pennsylvania and New York Canal 7s, 99⅛; Huntingdon and Broad Top Mt. 7s, consol., 62; Allegheny Valley 7 3-10s, 93½; Cayuga Lake 1st mort 7s, 96; Pittsburg Cincinnati and St. Louis 7s, 79; Oil Creek 1st mort., 80; West Jersey 7s, 102; Reading C. and I. mort., 90⅝; Morris Canal 1st mort., 94; Schuylkill Nav. 6s, B. L., 74; Camden and Atlantic pref., 42; do. 2d mort., 94; Catawissa R. R. 19⅞; Allegheny Co. 5s, 75¾. The latest quotations are: City 6s, 97½@97½; do. free of tax, 101⅛@101⅛; Pennsylvania State 6s, 1st series, 100¼@100½; do. 2d series, 102@102¾; do. 3d series, 106@106¼; Philadelphia and Reading 55¾@55¾; do. Gen'l mort. 7s, coup., 100⅛@101⅛; do. reg., 102¾@103; do. mort. 6s, 1880, 96@98; do. 7s, new, conv., 102¼@102¾; United New Jersey R. R. and Canal Co., 122¼@122¼; Camden and Amboy mort. 6s, 1889, 96¾@97¼; do. 1883, @06 92; do. 1889, —@92½; Pennsylvania R. R., 54⅞@55; allotment, 54⅝@55; do. 1st mort., 100@101; do. 2d mort., 99¾@100; do. General mort. coupon, 90½@91¼; do. reg., 96@96¾; Little Schuylkill R. R., 46⅜@46⅝; Morris Canal, 48@50; do. pref., 120@127; do. 6s, 94@95; Susquehanna Canal, 6@7; do. 6s, 72@76; Schuylkill Nav., 6⅛@6⅜; do. pref., 12½@12½; do. 6s, 1882, 71@73; do. 1872, 78½@80; Elmira and Williamsport pref., 37@38½; do. 7s, 1873, 95@96; 5s, do. 58@60; Lehigh Coal and Navigation 39⅛@39¼; do. 6s, 1884, 90@90⅛; do. R. R. Loan, 91¼@—; do. Gold Loan, 90¾@91; North Pennsylvania, 48@49; do. 6s, 98@100; do., 7s, 101@101½; do. Chattle 10s, 110@111½; Philadelphia and Erie, 24½@25; do. 6s, 89¾@90; Minehill, 51¾@52; Catawissa, 19½@20; do. pref. 42⅝@43; do. new pref., 32¾@33; do. 7s, 1900, 102@103; Lehigh Valley, 61@61¼; do. 6s, new coupon, 95@96; do. reg., 96½@97; do. 7s, 104½@105; Fifth and Sixth streets, (horse,) 51½@54; Second and Third, 56½@58; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 31@33; Green and Coates 46@50; Chestnut and Walnut, 60@65; Hestonville, 18@19¼; Germantown, 30@—.

Boston.—Vermont Central 1st mort., 30; Vermont Central and Vermont and Canada Equipment 8s, 80; Chicago, Burlington and Quincy 7s, 95; Dixon, Peoria and Hannibal 8s, 95; Carthage and Burlington R. R. 8s, 95; Boston and Providence 7s, 105; Rutland R. R., 10; Burlington and Missouri River R. R. in Iowa, 102⅝; do. 8s, 97; do. 8s, in Nebraska, 98½; Boston and Lowell R. R., new, 107; Norwich and Worcester R. R., 131; Cincinnati, Sandusky and Cleveland R. R., 13½; Cary Imp., 9⅞; Boston Water Power, 30; do. scrip, 75; Brookline Land, 5¼; Waverly Land, 4½; Maine 6s, 99¾; New Hampshire 6s, 1874, 98¾; Boston 6s, 1880, currency, 99; Chicago 7s, 99½; Allouez Mining Co., 16½; Calumet and Hecla, 151½; International Silver, 40c.; Petherick, 2; Ridge, 8⅞; St. Clair, 2; Shuniah Silver, 50c.

Baltimore.—Virginia consols, coupons, 78; Maryland Defense 6s, 104½; Orange and Alexandria 1st mort., 93½; do. 2d mort., 36¼; Virginia and Tennessee 3d mort. 8s, 87⅝; Wilmington, Columbia and Augusta 7s, 78; Central Ohio 1st mort., 89; Northern Central 6s, 190C, gold, 91; Memphis City 6s, 53; Santa Clara Mining Co., 3¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 77¾@78; Pittsburg and Connellsville 7s, 1898, 93½@94¼; Baltimore and Ohio, 170@174; do. 6s, 1875, 97⅞@98; do., 1880, 97½@—; do., 1885, 98@98¼; Parkersburg Branch, 11@—; Northern Central, 37@38; do. 6s, 1885, 90½@91; do., 1900, 88@88; do., 6s, 1900 gold, 90¾@91½; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, 94@97; Marietta and Cincinnati 1st mort. 7s, 1892, 104@105; do., 2d mort., 7s, 91¼@91⅜; do., 3d mort., 8s, 81½@81¾; Central Ohio, 41@42; do. pref., 40@41; do. 1st mort., 88¾@89; Western Md. 1st mort. 6s, 1890, 86¼@—; do. 1st mort. guar., 94@97; do. 2d mort. guar., 94@97; do. 3d mort., guar., 96@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 81@84; Richmond and Danville 1st mort., 75@75¾; Orange and Alexandria 1st mort. 6s, 93@96; do., 2d mort. 6s, 86@86½; do., 3d mort. 8s, 89⅝@91; do., 4th mort. 8s, 82@82; Orange Alex. and Manassas 7s, 79½@81; Virginia an Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort. 76@78; do. 8s, 3d mort., 87½@88; Baltimore 6

1875, 99¼@100; do., 1884, 98½@98¾; do. 1886, 98½@—; do. 1890, 99@99⅛; do., 1893, 99¾@100; do. 1893, exempt, 103@106; do., 1900, exempt, 98@99; do. 1900, new, 99@99½; do. 1902, 98⅜@98¾; Memphis City 6s, 52@53; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 35@37½; do. coupon old, 37@38; do. consol. 6s, 53⅛@54¼; do. coupons, 77@79; West Virginia, 11½@11¾; City Passenger R. R., 16½@18½; George's Creek Coal, 120@—.

Jersey City and Albany Railroad.

On Wednesday, July 30th, at the invitation of the managers, a number of gentlemen of the press made an inspection of the completed portion of this road. It is now finished as far north as Tappantown, Rockland county, N. Y., just over the New Jersey border, and about a mile and a half back from the Hudson. Thence it is to be pushed rapidly on, closely following the course of the river, by Haverstraw and West Point, and so to Albany. The expectation is that between here and Albany this road will be a formidable competitor with the Hudson River road, and that in any event the local opportunities will give it ample support.

The route, generally speaking, from Hackensack (which is reached over the track of the Midland Railroad) through Hudson and Bergen counties in New Jersey and Rockland county, N. Y., as far as Haverstraw, runs to the west of the heights that abut on the Hudson. From Haverstraw it generally hugs the river bank pretty closely all the way to Albany. The portion now completed, from Hackensack to Tappantown, is twenty-five miles long. The whole is to be completed within a year. It is now graded nine miles beyond Tappantown, and workmen are laying the track. All has been paid for thus far at an average cost of $60,000 a mile.

☞ At the annual meeting of the stockholders of the Northwestern North Carolina Railroad, held at Greensboro', N. C., on the 24th ult., the following directors were elected: A. S. Buford, A. Y. Stokes, W. T. Suthedin, H. H. Marshall, and W. L. Owen, of Virginia; Thomas B. Keogh, E. Belo, R. L. Patterson, W. H. Wheeler, H. W. Fries, Charles E. Shaler, and T. H. Holt, of North Carolina. Colonel A. S. Buford was elected president, and was authorized to take immediate steps to extend the road through the Yadkin valley to Tennessee.

☞ The directors of the North Colonization Railway have accepted the tender of Messrs. D. McDonald and H. Abbott, contractors, for the sum of $4,220,500, exclusive of extra works, rating at $29,750 per mile, exclusive of bridges and equipment. It is expected that the railway will be open for traffic by October, 1875.

☞ Surveys are now being made through North and East Brookfield, Leicester and Spencer for the proposed new railroad from Worcester to connect with the Massachusetts Central, probably at Ware. If the road should be built it is yet uncertain whether East Brookfield will be included in the route.

☞ A survey has been commenced for a new railroad bridge across the Kennebec, between Waterville and Kendalls Mills.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Sheboygan and Fond du Lac Railroad.

The Fond du Lac *Commonwealth* of 16th ult., states that at a meeting of the Directors of the Sheboygan and Fond du Lac Railroad, held that morning, James F. Joy accepted the position of President in place of Mr. Bentley, who retires in his favor. Mr. Bentley also resigned his position as one of the Directors. Brandon Mozley will continue to act as Superintendent. The Commonwealth expects to see the road extended to Grand Rapids where it will intersect with the Wisconsin Valley and the Green Bay and Lake Pepin Railroads, the first of which is on its way to the richest regions of Northern Wisconsin and the second rapidly advancing toward the Mississippi.

☞ The contract for the stone work of the new Union bridge which will span the Allegheny river from the Point in Pittsburg to Grant avenue, Allegheny, has been awarded to Messrs. John and Thomas Megraw, of Allegheny. The contract price is $80,000. This enterprise is in good hands and will be carried to successful completion.

☞ At Battle Creek, Michigan, on the 30th ult., the stockholders of the Peninsular Railroad Company unanimously ratified a proposition to consolidate with the Port Huron and Lake Michigan Railroad, the consolidated line to be known as the Chicago and Lake Huron Railroad. The road will be 250 miles long.

☞ Cars began running to the Twin Mountain House over the Mount Washington branch of the Boston, Concord and Montreal Railroad on the 24th of July.

☞ Work on the Massachusetts Central Railroad is going on vigorously at Oakdale. The abutments for the bridges there are now ready for the timbers.

☞ The Summit Branch Railroad Company has declared a dividend of 3 per cent payable August 11.

☞ BANKING HOUSE OF FISK & HATCH, No. 5 NASSAU-ST., NEW YORK, July 30, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds:

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold coin, in New York; interest payable Jan. 1 and July 1; coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD IS A COMPLETED TRUNK LINE, BETWEEN THE ATLANTIC SEABOARD AND THE GREAT WEST, 420 miles in length, extending from tide-water, at Richmond, to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest IRON, COAL, AND TIMBER REGIONS IN THE UNITED STATES.

ITS FREIGHT TRAFFIC AND PASSENGER TRAVEL are already large and remunerative, and they are increasing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the THOROUGH CONSTRUCTION AND SUPERIOR CHARACTER OF THE ROAD ITSELF, its ADVANTAGES FOR ECONOMICAL AND PROFITABLE OPERATION, AND THE UNQUESTIONABLE SECURITY OF THE BONDS OF THE COMPANY, ENABLE US to recommend them with the utmost confidence.

Pamphlets containing full information concerning the Road, and the country it traverses, will be furnished upon application.

We also have on hand for sale the CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS at 88½, and accrued interest. Interest payable May and November. Denominations $100, $500, and $1,000—coupon or registered.

We continue to deal in GOVERNMENT SECURITIES, and CENTRAL PACIFIC, and WESTERN PACIFIC BONDS; buy and sell Stocks and Bonds at the Stock Exchange on commission, for cash; make Collections, receive Deposits, on which we allow interest at the rate of Four per Cent., and do a general banking business.

FISK & HATCH.

St. Paul and Pacific Railroad.

We learn from the Milwaukee *Wisconsin* that one division of the St. Paul and Pacific is finished to Breckinridge; it will require the construction of only forty miles to connect it at Fargo with the Northern Pacific. By this construction the company would secure a valuable land grant, which will otherwise be forfeited by the first of December next, yet it is doubtful whether capital can be secured during the current year to complete this gap of only forty miles. Railroad contractors are waiting at St. Paul under the hope that work will be re-commenced on the St. Paul and Pacific.

☞ In the course of the year ending March 31, 1873, new lines were opened in France to the extent of 323¾ miles. The extent of line worked in France at the close of March, 1873, was altogether 11,162 miles.

☞ The Chester and Tasparon and Chester and Iron Mountain Railroad Companies have been consolidated as the Iron Mountain, Chester and Eastern Railroad Company of Missouri.

Journal of Railroad Law.

RAILROAD COMPANIES—LAW OF NEGLIGENCE—THEIR LIABILITY FOR INJURY TO STOCK—RULE AS TO FENCING THEIR ROADS.

The facts in the recent case of The Chicago and Northwestern Railway Co. *vs.* Harris, (54 Ill., 528), are fully and clearly stated in the following opinion by—

WALKER, J.—This was an action on the case brought by appellee in the Winnebago Circuit Court against appellant to recover for injuries to two horses inflicted by a train on their railroad. It appears that about the 21st of November, 1869, appellee let his horses into his yard to water, but being unable to get them back to the pasture, he left them and went to church, it being Sunday. He left all of the gates of the lot in which the horses were left, closed, but on his return from church, a little after noon, the horses had got out and were gone.

It appears the horses entered Hager's land through open bars, and through Delaney's land, and through Amos Harris' land no fence separating these three tracts, and from his land they passed through an open gate at a farm crossing, and then passed east on the track about eighty rods, where they were struck by appellant's locomotive and trains, coming from the west, at a culvert, at an embankment. One of the horses was so much injured that he was never removed from the ditch into which he was precipitated, and was finally killed. The other was badly injured, but was removed to appellee's stable, where he remained for about two weeks, when it became necessary to kill him. The horses were proved to be worth from $225 to $250 before they were injured.

The place where the injury occurred, and the gate through which the animals passed to the railroad track, were points at which appellants had fenced their track, and had put in the gate. It seems the gate had been open for some time, and the section foreman had passed frequently while it stood open. The jury found a verdict for appellee. A motion for a new trial was entered, which was overruled and judgment rendered on the verdict, and the case is brought to this court by appeal, and a reversal is asked.

The section foreman testified that he was in the habit of passing that part of the road four times each day, for the purpose of inspecting its condition. And the evidence, we think clearly establishes the fact, that the gate had stood open about week before the accident. This, then, establishes negligence on the part of appellants. On that point, we can find no fault with the conclusion of the jury. The evidence fully warranted them in arriving at that conclusion. But it is urged that appellee was also guilty of negligence, and to that degree that he was not entitled to recover. The law requires these companies to fence the track of their roads with sufficient fences to turn stock, and after erecting them, to keep them in repair. The statute also requires them to put in gates at farm crossings. These gates are a part of the fence, and the duty to keep their fences in repair, includes the duty of keeping them safe and securely closed, so as to afford equal protection from stock getting upon their roads at such places as at other points. See Illinois Central R. R. Co. *vs.* Arnold, 47 Ill., 173. And in that case it was held, where an animal entered the close of another, through an insufficient fence upon the highway, and passed thence through a space made for bars, and used as a farm crossing upon the railroad track, and was killed, and it appeared that the bars were left down for three months previously, that the statute required the railroad company to erect and maintain sufficient fences, of which bars formed a part, and the company were guilty of negligence in permitting them to remain down so long a time.

That case differs from this, in the length of time the two fences were permitted to remain open to the passage of stock to their roads. But to permit a gate to remain open for a week is negligence. While the company were not required to keep such a guard on their road as would see a break at the instant it occurred, and repair it at the time, still the law requires them to keep such a force as may discover such breaches and openings in their fences, and to close them in a reasonable time. And to neglect doing so for a week or more is a neglect of duty that will ordinarily render them liable for the injury ensuing therefrom.

As to the fact that appellee's horses entered his brother's field, and passed thence upon appellant's road, does not affect appellee's right of recovery, as we have seen from the Illinois Central R. R. Co. *vs.* Arnold, *supra*. This case is like that in this respect, and that must govern this, as no reasonable distinction can be drawn between the two cases.

It is also urged that appellee was so far in fault in permitting his horse to run at large, when prohibited by the statute, that he should not be permitted to recover. It is manifest that he had not observed the law in that respect. The escape of the horses was involuntary on his part, and it seems he made reasonable efforts to reclaim them soon after their escape, but was unsuccessful. He continued the search for them, as he swears, until dark of the night they were killed. And he says the last he saw of them while endeavoring to get them up, they were going in an opposite direction from the railroad. Had he caught them, he would no doubt have prevented the injury. But while it was a violation of the law to permit them to be at large, the company were violating another law in permitting the gate to remain open, which, if shut at the proper time, would have prevented the horses, from getting upon the track, and receiving the injury. It may be appellee was liable to answer to whoever might prosecute for his breach of the statute he had violated, but that did not relieve appellant's from their duty and the statute that required them to keep their fences in such a condition as to prevent stock from getting upon their road. Because appellee may have violated another law, the company were not at liberty to omit their duty and thereby kill appellee's horses. The evidence seems to be clear, that appellants had permitted this gate to stand open a large portion of the time during the Summer and Fall previous to the accident. Appellee's permitting the horses to be at large was not willful, but it seems he made all reasonable efforts to prevent it. And under the circumstances, we think the negligence of appellants was so much greater than that of appellee, that, when compared, that of the latter was slight, and rendered appellants liable for the injury.

The instructions given are in harmony with the views we have here expressed, and those refused announce different and incorrect rules of law, and the modifications made in appellants' instructions, before they were given, were proper.

The instructions, taken altogether, were as favorable as appellants were entitled to receive, and no error was committed in giving or refusing them. The judgment of the court below must be affirmed.

Judgment affirmed.

Crossing Railroad Tracks.

An important opinion has recently been delivered by Justice Sharswood, of the Supreme Court, relative to the law governing a certain class of railroad accidents. The case in point was that of Beale *vs.* The Pennsylvania Railroad Company, tried in the Common Pleas Court of Juniata county, before Judge Bucher. Mr. Beale was driving across the railroad track in the village of Patterson, and was struck and killed by an eastward bound train. It was not denied that he failed to stop before crossing. At the trial the Judge instructed the Jury in case they found the train could not have been seen or heard by the deceased, to find a verdict for the plaintiff, inasmuch as there was no occasion for stopping at the track when there seemed to be no danger. The case was taken to the Supreme Court on behalf of the widow and children, where the judgment of the lower Court was reversed in the following remarks made by Judge Sharswood: "There never was a more important principle settled, than that the fact of the failure to stop immediately before crossing a railroad track, is not merely evidence of negligence for the jury, but negligence *per se*, and a question for the Court. It was important, not as much to the railroad companies as to the traveling public. Collisions of this character have often resulted in the loss of hundreds of valuable lives—of passengers on trains—and they will do so again, if travelers crossing railroads are not taught their simple duty, not to themselves only, but to others. * * The Judge should, upon the uncontradicted evidence, have directed a verdict for the defendants." The Supreme Court further decide that the "duty of stopping is more manifest where an approaching train cannot be seen or heard, than where it can."

☞ The New Hampshire Legislature recently authorized the Nashua and Rochester Railroad Company to issue bonds to the amount of $700,000, provided they were guaranteed by the lessees of the road—the Worcester and Nashua Railroad Company. The stockholders of the latter road, at a meeting on the 26th ult., voted to accept the act and guarantee the bonds.

☞ The gross earnings of the Northern Central Railway and branches for the six months ending June 30, 1873, were $2,403,409 47, the expenses $1,828,638 77, and the net earnings $574,770 70. For the corresponding six months of 1872 the earnings were $2,076,552 33, the expenses $1,667,453 77, and the net earnings $409,098 56—showing an increase in earnings of $326,857 14, an increase in expenses of $161,185, and an increase in net earnings of $165,672 14.

☞ The Milwaukee and Fond du Lac Air Line Railroad was completed on Saturday, July 26.

Railway Progress in Egypt.

Egypt is making wonderful progress under the rule of the present Khedive. From a recent report of Mr. Rogers, British Consul at Cairo, we find that there are altogether about 750 miles of railroad now working in Egypt. There is a network of railways over the Delta placing most of the principal towns and villages in communication with each other. On the left bank of the Nile there is a railroad from Cairo and Rhoda. The northern terminus is at Embaba, a place just opposite Boulac, which is a suburb of Cairo, and trains are taken across the Nile on a railway ferry. But this ferry is only available during a portion of the year, owing to the rise and fall of the water of the Nile. It is the Viceroy's wish to facilitate the trade with Upper Egypt and Nubia; and for this purpose he intends to abolish the ferry, and carry on the line of railroad still on the left bank, in a northerly direction, as far as Tell el Barud, where it will join the main line, and to extend it in a southerly direction as far as Khartoum. There are telegraph lines on all the railroads, and in Upper Egypt, where there is as yet no railway.

Pittsburgh, Wheeling and Kentucky R. R.

An election was held in Brooke county, last Saturday, to determine whether the authorities should make an additional subscription to the Pittsburg, Wheeling and Kentucky Railroad of fifteen thousand dollars. From a gentleman who came down from Wellsburg, yesterday, we learn that all the precincts but one had been heard from, and that the majority in favor of making the subscription was one hundred and seventy-eight in excess of the three fifths vote required. The precinct yet to be heard from would not materially change the result either way. The board of commissioners of this county subscribed a like sum several weeks since, thus placing an ample fund for the completion of the road to the credit of the company.—*Wheeling Intelligencer.*

☞ The St. Clair and Carondelet Bridge Company have decided on a new railroad bridge across the Mississippi river at South St. Louis, about two miles below the centre of the city. The bridge will have two channel spans six hundred feet long, on the suspension principle, and two shore spans three hundred feet on the truss principle, the design and modes of S. R. Davis, a well known engineer of New Haven, Conn. The bridge will also be arranged for vehicles and foot passengers, and will be commenced as soon as the Government engineers have determined upon the site.

☞ The president and directors of the Wellington, Grey and Bruce (Ca.) Railway recently made an experimental trip over the second section of the line, from Listowel to Bluevale, a point within 4 miles of Wingham. The distance opened is 27½ miles, and on the line there are 5 stations, Newry, Henfereyn, Ethel, Brussels, Bluevale. The remaining portion to Kincardine is proceeding very satisfactorily. Part of this railway will be opened for traffic purposes very shortly.

☞ The largest casting ever made in Harrisburg was turned out last week, at the foundry of the Harrisburg Car Manufacturing Company. The casting is thirty feet long, two inches thick, about eight feet wide, weighs about fourteen tons, and is intended as a bed plate for the engine being constructed at the Machine Works for the new water works.

☞ The Levant *Times* states, that another section of the railway from Keuprulli to Uskup has been finished and is only waiting for the arrival of a Government Commission of inspection from Constantinople to be opened to public traffic. The whole length of the line from Salonica to Uskup is 148 miles. The section from Uskup to Mitrovitza towards the Servian frontier is progressing, and if the Servians would only put their shoulders to the wheel and begin their portion of the Turkish network and construct it as quickly and as well as the Turks are doing theirs, four years hence we may have the Indian mails landed at Salonica!

☞ Sir Hugh Allen has been elected President, Louis Beaubien, M. P., Vice-President, Mr. De Bellefeuille secretary-treasurer, and Mr. Murphy, managing director of the Northern Colonization Railway Company. The tenders received for the whole road are now under consideration, and there is every prospect that the work of construction will be commenced at an early date.

☞ Austria and Hungary have been making great progress in the development of railways during the last few years. In 1867 they had 826 German miles of line in operation; in 1872 the total had risen to 1,812 German miles.

☞ The stockholders of the Cincinnati and Baltimore Railroad have determined to construct a branch from its main line, near Eighth Street to a connection with the Ohio and Mississippi Railroad in Storrs Township.

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ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

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A DIVIDEND OF FIVE PER CENT. HAS BEEN declared by this Company, payable on the first day of August next to the holders of full-paid shares, registered at the close of the fifteenth day of July next, after which and until the fifth day of August, the transfer books will be closed.
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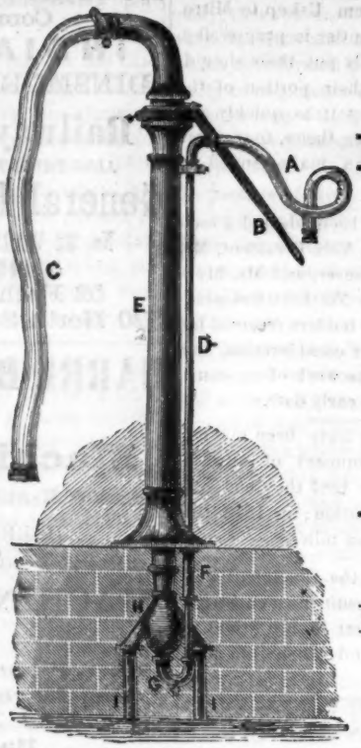

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Aug. 5, 1873—Steamer RISING STAR, Capt. J. B. HILDRETH, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer NEVADA, Capt. ——— leaving Panama for San Francisco, and calling at San Diego, Acapulco, Mazatlan and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of 10th and 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The splendid steamship COSTA RICA will leave San Francisco on or about Aug. 24, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco, Aug. 16, 1873 for Japan and China.

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

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Opening of the Union Railroad.

Yesterday, at 9.20 A. M. the first train of cars passed through the Union Railroad tunnel, and two other trains passed through later in the day. At that hour the fast train from Washington for New York arrived at the Potomac depot, at Charles street, and in ten minutes it passed through the tunnel, which is 8,410 feet long, and sped on its way northward on the Philadelphia, Wilmington and Baltimore track, which forms a junction with the Union Railroad near Bayview Asylum. But one track is laid in the tunnel, but the ballasting for the second track is being put in as rapidly as possible. The cars moved over the track yesterday with great steadiness, the rails in the tunnel being laid with four feet of stone ballasting to give the utmost firmness.

The north bound trains have the right of way over the Union Railroad, an arrangement having been made by which a through train from Washington *via* the Union and Baltimore and Potomac Railroads is established, and through checks and tickets will be given and received *via* the Baltimore and Ohio Railroad, and cars will be switched off at its junction with the Union Railroad for those who prefer that route.

Live stock reaching the city by the Northern Central Railroad is transferred through by the tunnel to the Calverton scales, on the western suburbs. Live stock for the North passes through the tunnel to the east side of the city. Live stock can be thus transferred to this market and to different points in the city and be known only to those interested in regard to it. Two thousand hogs passed through the city Wednesday morning, and no resident of Lexington or Fayette streets was annoyed. It is intended now to deliver hogs to butchers in East Baltimore through this tunnel, but in case such an arrangement cannot be made with the company, the hogs for that section of the city will be well dressed and hauled through the streets.—*Balt. Sun*, July 25.

Green Bay and Lake Pepin Railroad.

The distance between Merrillan, the present western terminus of the Green Bay and Lake Pepin Railroad, and Winona, is between 55 and 60 miles, the country, the Trempealeau valley, being a thickly settled and rich farming country, interspersed at frequent intervals with thrifty and prosperous villages like the New England States, and needing only railroad communication to make them among the most desirable locations in the State. Vast expanses of fields of waving grain, ripening for the sickle, stretch in every direction, and the scenery is magnificent. Twenty-five miles of the road from Merrillan westward are already graded ready for the ties and iron, and it is anticipated that the road will be completed to Winona by the 1st of October. Arrangements are already perfected by which the company will use the Winona and St. Peter Railroad bridge across the Mississippi at Winona. West of Merrillan, the country is destitute of timber both hard and soft, and all the lumber used has to be hauled by teams, some of it a long distance, for building purposes, fencing, etc. The same is true on the line of the Winona and St. Peter Railroad; and the Green Bay and Lake Pepin Railroad will open a new market for the lumber of northeastern Wisconsin.—*Green Bay Advocate.*

☞ F. C. Capreole, President of the Huron and Ontario Ship Canal Co., arrived in Chicago, recently, with Mr. Blaine, a prominent member of the Dominion government. Their mission is to call a meeting of the shippers, Board of Trade and Governors of the Northwestern States, and exhibit to them minutely prepared plans and specifications of the projected canal. The proposition is to run a canal from Georgian Bay and the arm of Lake Huron to the head of Lake Ontario, passing through Lake Simcoe, and it is believed that its advantages to Western shippers will insure its completion.

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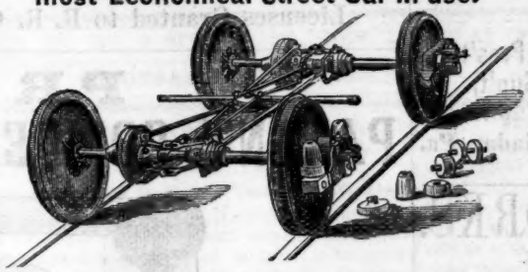
The Lightest Running, Easiest Riding, and most Economical Street Car in use.



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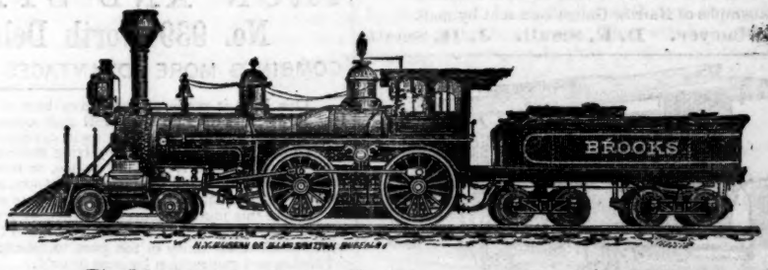

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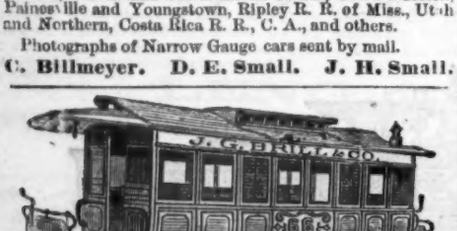

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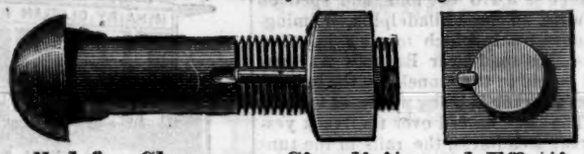

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Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S PATENT COMPENSATING FISH-JOINT,

MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

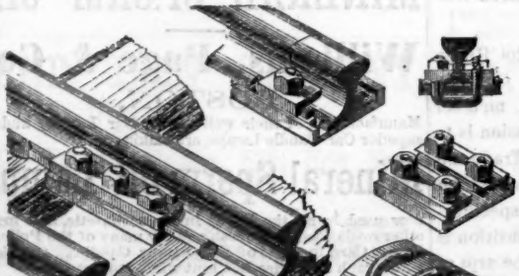
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT Wrought Iron RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.